REGISTERED No. 1-1877.

The Bombay Gazette.

No. 8,771.—New Series. BOMBAY :—TUESDAY, MARCH 20. 1877.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follows:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 66
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 65
Half-yearly	29	Half-yearly	36
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

Single Copy..... As. 4.

Price for back numbers varies according to time between As. 8 and Rs. 2.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First Insertion	Rs. 5 0
Second do.	2 8
Third do.	2 8
Fourth and succeeding Insertions	0 2½ As.

line but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ " "
Third and succeeding	2½ " "

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found.

The scale for Advertisements belonging to any of these classes will be as follows :—

Not exceeding three lines	Rs. 1-0
Each succeeding line	" 0-8 As.

Advertisement exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

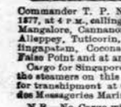
All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES: EACH—TWO RUPEES.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

WEEKLY STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (*Limited*), under contract with Government, will despatch the s. s. CALEDONIA, 563 Tons, 120 H.P., Commander T. P. Nailes, on SATURDAY, the 24th March 1877, at 4 P.M., calling at Ratnagherry, Vingoria, Goa, Carwar, Mangalore, Cannanore, Pallicherry, Calicut, Beypore, Cochin, Alleppey, Tuticorin, Colombo, Galle, Negapatam, Madras, Callingapatam, Coconada, Vizagapatam, Bimlipatam, Gopalore, False Point and at any other place where inducement offers.

Cargo for Singapore and China can be booked fortnightly by the steamers on this line hence or from intermediate ports for transhipment at Galle by the Steamers of the Compagnie des Messageries Maritimes de la France which run regularly.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

WEEKLY STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch the S. S. EUPHRATES, 863 Tons, 140 H.P., Commander J. L. Shiell, on FRIDAY, the 23rd March, 1877, at 4 P.M., to the PERSIAN GULF, touching at KURRACHEE, MUSCAT, BUNDERABBAS, LINGA, BUSHIRE, FAO, BUSSEH and occasionally at BAHREIN and MAHOMERAH.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

BI-WEEKLY STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will, during the Fair Season, despatch a Steamer to Kurrachee every FRIDAY at 4 P.M., and an Extra Steamer on every TUESDAY at 10 A.M.

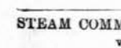
The S.S. AKOLA, 572 Tons, 135 H. P., Commander T. M. Williams, will be despatched on TUESDAY, the 20th March, 1877, at 10 A.M., calling at Veraval, Pore Bunder, Mangrole and Cutch Mandvie.

The S.S. EUPHRATES, 863 Tons, 140 H. P., Commander J. L. Shiell, will be despatched on FRIDAY, the 23rd March 1877, at 4 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY via SUEZ CANAL.



ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA and BOMBAY on the 24th, on the 1st *of each month.*

For extra steamers see list given below.

PASSENGERS' RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£6	Without food.
Suez	32	22	8	
Port Said	38	24	9	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles	53	36	14-10	

Including Wines

Children under 3 years—free of charge. Children not above 10 years—half fare.

NEXT STEAMERS FROM BOMBAY :—

PERSIA, to sail on SATURDAY, 31st March 1877.
SUMATRA to sail on SUNDAY, 1st April 1877.
ASSIRIA to sail on SUNDAY, 15th April 1877.
EGYPTIA, to sail on TUESDAY, 1st May 1877.
INDIA, to sail on SUNDAY, 20th May 1877.
AUSTRALIA, to sail on FRIDAY, 1st June 1877.

All Steamers of this Company have large First and Second Class accommodation; and always carry a Doctor and a Stewardess on board.

The steamers of this Company, as a rule, start precisely at 10 A.M. Any unavoidable detention will, however, be advertised at least one day previously.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9, Hummum Street.

Bombay, 20th January 1877.

ANCHOR LINE—INDIAN SERVICE.
BOMBAY TO NAPLES & LIVERPOOL,
VIA SUEZ CANAL.

THE S. S. TRINACRIA will sail positively on WEDNESDAY, the 21st March, and will be followed by the S.S. EUROPA on WEDNESDAY, the 18th April.

RATES OF PASSAGE MONEY.

1st CLASS TO NAPLES	Rs. 400
Do. TO LIVERPOOL	Rs. 500

Passengers desirous of making a short stay in Italy, may disembark at Naples and proceed on to Liverpool by the following steamer, and passengers disembarking at Naples can have the heavy baggage taken on to Liverpool without any extra charges.

Messrs. HOLME & Co., the Company's Agents at Naples, will render any assistance and tender any information required by the Passengers.

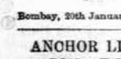
For passage, &c., apply to

W. & A. GRAHAM & Co., Agents

Bombay, 28th February 1877.

LIVERPOOL, VIA SUEZ CANAL

THE MAGNIFICENT STEAMER PEMBROKE,
2,411 Ton, 400 Horse-power,
To Sail about the end of April.



THIS Splendid Steamer fitted with every comfort and convenience offers a favourable opportunity for intending passengers.

FARE TO LIVERPOOL	Rs. 500
Do. SUEZ	300

Excellent Wines, &c., which can be procured on board at Moderate prices. For passage and further particulars apply to

GRINDLAY, GROOM & Co.

Bombay, 16th March 1877. Passenger Agents.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

REGULAR LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, via SUEZ CANAL.

THE Company's Steamer CASTORE, 2,700 Tons, and 250 H.P., Captain G. Clausero, will be despatched from BOMBAY to TRIESTE on the 21st March 1877.

Rates of Passage-money (exclusive of Wines and Spirits which can be had on board at moderate prices) as under :—

	1st Class.	2nd Class.	Deck.
To Trieste	Rs. 450	Rs. 350	Rs. 180 0
To Port Said	" 320	" 255	" 131 0
To Brindisi	" 300	" 240	" 122 8
To Aden	" 170	" 139	" 66 0

This steamer carries a Surgeon and Stewardess, and has superior accommodation for 1st and 2nd class passengers.

Cargo will be received on board after sunset on the day prior to sailing.

The Company intend to despatch Steamers from Bombay to Trieste on the following dates :—

CASTORE, 2,700 Tons, 250 H.P., on the 10th April 1877
ADRIA, 3,800 do. do. 10th May "

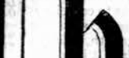
For further particulars, and for Freight and Passage, apply to the Agency of the Austro-Hungarian Lloyd's Steam Navigation Company.

JOSEPH JANNI, Agent.

Bombay Green, 21st March 1877.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.



THE following or other first-class Vessels will be despatched for EUROPE :—

Vessels.	Tons.	H.P.	Captains.	
S. MONGOLIA	3833	530	A. Coleman	26th Mar.
— PERA	2119	458	Geo. Hyde	2nd April.
S. MIRZAPORE	3764	600	A. Parish	9th do.
— SIAM	3990	500	N. W. Haselwood	16th do.
S. MALWA	2933	430	P. S. Tomlin	23rd do.
— NIZAM	3725	450	A. E. Barlow	30th do.
S. ASSAM	3033	500	N. Stewart	7th May.
— THIBET	2593	400	G. F. Cates	14th do.
S. SURAT	2141	530	G. C. Burne	21st do.

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked S. proceed direct to Southampton; but by the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

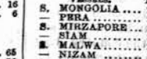
A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M. precisely on the day of sailing.

F. D. PARKER, Acting Superintendent.

Bombay, 24th February 1877.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On TUESDAY, the 20th March 1877, at 3 P.M., from Mazagon.



THE P. and O. Co.'s S.S. LOMBARDY, (3,723 Tons and 450 H. P.), Captain W. B. Hall, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of Opium, the Officer's receipt for which is not lodged in the Company's Office before Noon, on SATURDAY, the 17th March 1877.

F. D. PARKER, Acting Superintendent.

Bombay, 6th March 1877.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY.

THE following Steamers will be despatched for the above ports calling at Galle),

Vessels.	Tons.	H.P.	
TANJORE	2263	450	Capt J. Orman 31st March at 3 P. M.
TRAVANCORE	1900	350	Capt W. Barratt 28th April at 3 P. M.
BANGALORE	2563	400	Capt. G.N. Hector 14th May at 3 P. M.

F. D. PARKER, Acting Superintendent.

Bombay, 6th March 1877.

THE S.S. DROMEDARY WILL PLY from the 15th December 1876 between BHAVNAGAR and SURAT, touching at GOGO. Will leave BHAVNAGAR every MONDAY and RIDAY, and SURAT every WEDNESDAY and SATURDAY FARES.—1st Class, Rs. 6; 2nd Class, Rs. 3; 3rd Class, Rs. 2.

Agents, Bhavnagar—CUSTOMS OFFICER.
" Surat—RATILAL PURSHANANDASS, Gopipura.
" Gogo—DAJIBHAI PURMANUNDASS.

STEAM TO ADEN, SUEZ, PORT SAID, MALTA AND GIBRALTAR.

S. S. PETERSBURG, about 2,000 Tons, Register, Captain Barnetson, will sail early next month.

For Passage, &c., apply to

W. & A. GRAHAM & Co., Agents.

HALL LINE OF STEAMERS.

BOMBAY TO LIVERPOOL, VIA SUEZ CANAL.

S. S. CHILDWALL HALL, Captain Tregarthen, will sail on the 4th April. This steamer is already full but she will be followed by the

S. S. TRENTHAM HALL, Captain JAMES SHAW,
On the 21st April, and by the
S. S. BRANKSOME HALL, Captain KENNETH HORE,
On the 19th May.

For passage, apply to

W. & A. GRAHAM & COMPANY,
or to
KING, KING & Co.

Bombay, 17th March 1877.

NEW ADVERTISEMENTS.

DANISH BUTTER.
CHOICEST QUALITY.
Per 1 lb. Tin, Cash Rs. 1-6.
TREACHER & COMPANY (Ld.)

REAL MOCHA COFFEE,
roasted in closed cylinders to preserve the fine aroma of the berry and packed in hermetically sealed tins, containing 1 lb. per tin, Cash, Rs. 1-6.
TREACHER & CO., LIMITED.

DEVONSHIRE CIDER,
BOTTLED BY FOSTER.
THE SEASON'S DISTILLATION of this deliciously refreshing Beverage has arrived, and fully maintains the high reputation of the Bottlers.

Quarts per doz.	Cash	Rs.	9-0.
Pints	"	"	6-0.

SOLE AGENTS,
TREACHER & COMPANY (Ld.),
BOMBAY, BYCULLA, and POONA.

A RELIABLE FILTER
IS an essential requisite for all TRAVELLERS and RESIDENTS in INDIA, where PURE WATER is so absolutely necessary to health. A large assortment of the most approved descriptions are on sale by the Undersigned, who will furnish details upon application.
TREACHER & CO., LIMITED,
BOMBAY, BYCULLA AND POONA.

NATURAL MINERAL WATERS.
Just received a further Consignment of
HUNYADI JANOS,
THE NEW SALINE APERIENT BITTER WATER.

	Cash. Rs. a.	Credit. Rs. a.
In quart bottles at per doz.	12 8	15 0
CARLSBAD, Alkaline Purgative ..quarts per doz.	12 0	13 8
CARLSBAD SALTS.....per bottle	3 0	3 8
FRIEDRICHSHALLER, Aperient Saline ..quarts per doz.	10 8	12 0
PULLNA, Saline Purgative .....pints per doz.	9 0	10 0
VICHY, Alkaline Gaseous..... " "	8 0	9 0

TREACHER & COMPANY, (Ld.)
BOMBAY, BYCULLA AND POONA.

ESTABLISHED IN 1832.

BRISTOL'S SARSAPARILLA,
THE GREAT PURIFIER OF THE BLOOD.
A quick and certain cure for
SCROFULA,
RHEUMATISM,
ERUPTIONS,
and all kinds of diseases arising from impure blood and humors
IT CANNOT FAIL
To effect a complete cure, if used a sufficient length of time.

BRISTOL'S SUGAR-COATED PILLS,
GUARANTEED PURELY VEGETABLE.
Are the only Pills which contain
LEPTANDRIN AND PODOPHYLLIN.
These two powerful antibilious plants are a sure cure for a diseases of the Stomach, Liver and Bowels, Headache, Indigestion, Dizziness, Pain in the Side or Back, and especially BILIOUSNESS.
THEY ARE EASY TO TAKE.

IMPERISHABLE FRAGRANCE,
MURRAY AND LANMAN'S
CELEBRATED
FLORIDA WATER,
THE RICHEST, MOST LASTING, YET MOST DELICATE OF ALL PERFUMES, FOR USE ON THE
HANDKERCHIEF,
At the TOILET,
And in the BATH.

As there are imitations and counterfeits, always ask for the Florida Water, prepared by the Sole Proprietors,
LANMAN AND KEMP,
NEW YORK.

We warn the public against dangerous compositions made in imitation of the above Preparations and supplied from England and the Continent to the Indian Bazaars.

Avoid imposition and exorbitant prices by applying to General Agents—Messrs. EWART, LATHAM & Co., Bombay :

Messrs. F. W. HEILGERS & Co., Calcutta ;
Sub-Agents—EDULLY HIPTULLA, No. 89, Piz Market, near Juma Musjid, Bombay.

NEW ADVERTISEMENTS.

GRANT ROAD THEATRE.

TO-NIGHT, TUESDAY, 20th MARCH.

CONTINUED SUCCESS
OF
MADAME CARLOTTA TASCA,
THE CELEBRATED PIANIST,
AND
THE ROYAL ENGLISH OPERA BOUFFE COMPANY.

ON WHICH OCCASION WILL BE REPEATED (BY PARTICULAR DESIRE)
W. V. WALLACE'S CHARMING OPERA
MARITANA,
IN THREE ACTS.

CAST OF CHARACTERS.

KING OF SPAIN	Mr. J. Bateson.
DON JOSE	" A. Plumpton.
DON CESAR DE BAZAN	" H. Vernon.
MARQUIS	" G. Pendon.
CAPTAIN OF THE GUARD	" J. Rollings.
ALCADE	" G. Retuit.
MARCHIONESS	" G. Marshall.
LAZARILLO	Mrs. H. Vernon
MARITANA	Miss Elcia May.

SOLDIERS, &c. &c.

Between the First and Second Acts
MADAME CARLOTTA TASCA
WILL PERFORM
ALBION ..... Sir Julius Benedict.

And between the Second and Third Acts
TRAVIATA ..... Ascher.

PRICES OF ADMISSION.

Dress Circle	Rs. 4	Stalls	Rs. 3
Gallery	" 2	Pit	" 1

Family Tickets admitting Three to the Dress Circle...Rs. 10

Doors open at 8-30 : Commence at 9.

Box Office open at SOUNDY and Co., where Plan may be seen and Seats secured.

Notice.—The Tramway Cars will run to and from Byculla on the Nights of Performance.

SECURE YOUR SEATS EARLY !

BANK OF BOMBAY.—Notice is hereby given, that the BANK, HER MAJESTY'S TREASURY, PUBLIC DEBT OFFICE, and GOVERNMENT SAVINGS BANK will be CLOSED on FRIDAY and SATURDAY, the 30th and 31st instant, on account of the EASTER HOLIDAYS.

By Order of the Board of Directors,
M. BALFOUR,
Secretary and Treasurer.

Bombay, 17th March 1877.

FORT PRESS COMPANY, LIMITED.—NOTICE is hereby given, that the ORDINARY ANNUAL GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Company's premises, Fort, Armenian Lane, No. 4, on WEDNESDAY, the 28th instant, at 2 o'clock P.M., for the purpose of transacting the following business :—

1st.—To receive the Annual Accounts duly audited for the year ending 31st December 1876 and to consider the declaration of a Dividend.

2nd.—To elect Directors in place of those retiring from Office, who are eligible for re-election.

3rd.—To appoint an Auditor for the current year and to fix his remuneration.

The TRANSFER BOOKS of the Company will be CLOSED from THIS DAY until WEDNESDAY, the 28th instant, both days inclusive.

By Order of the Directors,
KNOOP & Co.,
Secretaries and Treasurers.

Treacher's Building, 19th March 1877.

THE LEADER,
A Weekly Journal of Politics and Literature.
Edited by JAMES HUTTON.

CONTENTS OF No. 3, MARCH 17th, 1877.

1. Short Notes.	7. The Finance Department.
2. The Week.	8. Lord Lytton on Education
3. Financial Summary for 1877-78.	9. Passing Away.
4. Our Frontier Policy.	10. Day by Day.
5. The Budget Statement.	11. Gleanings.
6. Government by Oscillation.	12. Extracts.
	13. Telegrams of the Week.

SUBSCRIPTION.	Town.	Mofussil.
3 Months'	Rs. 6	Rs. 7 8
6 "	" 11	" 12 0
12 "	" 20	" 24 0

For advertising rates apply to the MANAGER, Calcutta Central Press Co., 5, Council House Street, Calcutta.

All other communications to be addressed to the Editor, 11, Middleton Row, Calcutta.

ECONOMY AND DURABILITY.
IMPORTANT ARTICLES.
TO ALL MILL AND SHIP OWNERS AND USERS OF STEAM POWER.

FOR external coating Marine and Stationery Boilers, Steam Pipes, Cylinders, &c., &c., &c., with THE EAGLE NON-CONDUCTING COMPANY'S PATENT CEMENT.

Sole Agent for Bombay,
J. NEWELL,
Manager,

Certificate.—This is to certify that I have tried the Eagle Non-Conducting Cement on our boilers, and have found saving in fuel about 10 per cent. Temperature of the boilers is greatly reduced. IT IS SOUND AND FREE FROM CRACKING.

(Signed) NURSEY KESSOWJEE,
Secretary, Treasurer and Agent to the Nursey S. and W. Company, Ld

For further particulars, please apply to Mr. DOSSABHAI RUSTOMJEE, 25, Old Sonapoor Lane, Chundunwady.

P. S.—Also, Rahtjen's Patent Composition for Ships' bottoms gives many advantages, viz., dries quicker than any other paint, and enables three coats to be given in one day, with speed, less frequent docking, saving time and expense, thorough protection against rust, grass and barnacles, easily and inexpensively applied. Apply as above.

HORMUSJEE SORABJEE.

NEW BOOKS.

	Rs. a.
A General Dictionary of Geography : Descriptive, Physical, Statistical and Historical, a complete Gazetteer of the World ; by A. Keith Johnston	26 4
Elliott's History of India, vol 7—Mahomedan Period	13 4
Stubb's History of the Organization, Equipment, and War Services of the Regiment of Bengal Artillery, 2 vols	20 0
Hughes's Country of Beloochistan, Illustrated, and with Map	7 8
The Atonement of Leam Dundas ; by E. L. Linton	3 12
Studies in the Philosophy of Religion and History ; by A. M. Fairbairn	5 12
Mayhew's Illustrated Horse Doctor, new edition 1876	11 4
The City of Sunshine, 2 Novels ; by A. Allardyce, 3 vols	16 0
Text Book of Structural and Physiological Botany ; by O. W. Thome	3 12
Youatt on the Horse, Illustrated	8 0
A Day of My Life, or Every Day Experiences of Eton ; by an Eton Boy	1 12
Ruff's Guide to the Turf for 1877	2 0
Bourne's Catechism of Steam Engine	3 12
Do. do. Handbook of	5 8
Riddell's Indian Domestic Economy and Cookery	9 0
Ferminzer's Manual of Gardening in India	10 0
Burgh's Slide Valve, Practically Considered, new edn. 1876	3 12
Wallace's Russia, with Map, 2 vols	15 0
Daniell Deronda, 4 vols ; by George Elliot	13 4
Clere's Whole Craft Freemasonry under lock and key	35 0
Cavalry Regulations, new edn. 1876	3 0
Kindly's Elements of Field Artillery, design for the use of Infantry and Cavalry Officers	4 12
The Influence of Firearms upon Tactics ; by Capt. E. H. Wichham	4 12
Muir's Life of Mahomet from Original Sources	8 12
Plutarch's Lives of Illustrious Men ; by A. H. Clough	11 4
Darwin's Insectivorous Plants	8 12
Do. Effects of Cross and Self Fertilisation in the Vegetable Kingdom	7 8

HORMUSJEE SORABJEE.
26, Meadow Street, Fort.

SPECIAL SHORT ADVERTISEMENTS.

FOR SALE, a pair of PANTHER CUBS, Male and Female, about a month old. For particulars apply to "E. J. D," care of Station Master, Callian.

FOR SALE, a set of SECOND-HAND ENGLISH DOUBLE HARNESS, in good order. For Price, &c., apply at this Office.

COCONADA, DINDIGUL and TRICHINOPOLY CHEROOTS and CIGARS, Cheroot Cases, Suez Canal Pipes, &c., at W. J. ESSAI, Forbes Street,

TO VISITORS TO MAHABLESHWUR AND POONA.—FOR SALE, handsome, roomy, well balanced TONGA, with a pair of steady fast-trotting DECCANEE GALLOWAYS, accustomed to Hill work, and two sets of double harness. Apply "X," *Bombay Gazette.*

FOR SALE.

JUST PUBLISHED—Rs. 2-8, Cloth binding.

WET-DAY REMINISCENCES,
BY
SOLWIN.

Douglas Stapehill. | Croppy in Search of a Wife.
Fadad Away. | A Genteel Tragedy,
and Eight other Indian Stories written during the late R. W. Monsoon.

THACKER, VINING & Co.

For Sale at this Office.

THE "BOMBAY GAZETTE" SHEET ALMANACK for 1877.
PRICE TWO ANNAS.

For Sale at this Office.

THE PRIVATE SOLDIER IN INDIA.
Price—One Rupee.

TREACHER & COMPANY, Ld.,
WINE MERCHANTS.

BY APPOINTMENT.

ESTABLISHED IN THIS PRESIDENCY FOR HALF A CENTURY.

AGENCIES IN THE CONTINENTAL WINE DISTRICTS AT

XEREZ.	AVIZE.	BORDEAUX.
ALTO DOURO.	EPERNAY.	COGNAC.
MADEIRA	RHEIMS.	COBLENTZ.

LONDON OFFICES: 38A, KING WILLIAM STREET.
HEAD OFFICE AND GODOWNS:—BYCULLA, BOMBAY.

CONSTITUENTS and intending Purchasers are respectfully solicited to test the quality of our Brands when comparing the quotations with those of competing Houses, and also to note that the quotations include LOSS BY EXCHANGE, IMPORT AND TOWN DUTIES, AND ALL OTHER CHARGES, BEING FREE DELIVERY FROM OUR GODOWNS.

REVISION OF PRICES, MARCH 1877.

SHERRIES.

	Per Dozen Quarts.	Pints.
AMONTILLADO, superior, very old and choice	Rs. 37 0	...
OLOROSO, pale soft, fine flavour	37 0	...
MANZANILLA, very dry and pale, unsurpassed for delicacy and purity	29 0	...
GOLDEN, a rich nutty-flavoured Dessert Wine	29 0	...
OLD DRY, very superior, soft and dry	29 0	...

	Per Dozen. Quarts.	Pints.
VINO DE PASTO, a good generous Dinner WINE	Rs. 26 0	...
PALE DINNER, an excellent light Wine for general use	22 8	...
YELLOW SEAL, pale and light	17 0	...
MARSALA	16 0	...
MADEIRA, E. India, selected, old and very fine	31 0	...

PORTS.

SUPERIOR OLD, tawny, with fine Bouquet and character	Rs. 32	0	17 8	FINE OLD, possessing good body and flavour	Rs. 27 0	15 0
				WHITE SEAL, rich and fruity	19 0	...

CHAMPAGNES.

F. GIESLER & Co.'s "for India" brand.	Rs.	46	0	24 8	SUPERIOR SPARKLING SAUMUR	Rs.	28 0	15 8
PERRIER JOUET & Co.'s do.		46	0	24 8				

STILL HOCKS.

JOHANNISBERG	Rs.	41	0	23 0	STEINWEIN (Glass Jugs)	Rs.	23 8	...
LIEBFRAUMILCH		36	0	19 0	LAUBENHEIM		17 8	9 8
NIERSTEIN		26	0	14 0	GIESSENHEIM		20 0	11 0
HOCHHEIM		25	0	13 8				

SPARKLING HOCKS.

FINEST SPARKLING EHRENBRETSTEIN	Rs.	42	0	23 0	SUPERIOR SPARKLING	Rs.	34	18 8

STILL MOSELLES.

SCHARZBERG	Rs.	33	0	18 0	MUSCATEL MOSELLE	Rs.	...	14 0
SUPERIOR MOSELLE		27	0	14 8	WINNINGEN		20 0	...

SPARKLING MOSELLES.

FINEST SPARKLING NONPAREIL	Rs.	40	0	22 0	FINE SPARKLING	Rs.	32 0	...
SUPERIOR SPARKLING		34	0	19 0				

CLARETS.

BORDEAUX	Excellent Cup or	Rs.	10	0	...	CHATEAU LAGRANGE	Rs.	21 0	11 8
PETIT MEDOC	Breakfast Wines		12	8	7 4	CHATEAU LAROSE	Superior after	26 0	14 8
MEDOC, Superior			15	8	9 0	CHATEAU MARGAUX	Dinner Wines	31 0	16 8

SAUTERNES.

HAUT SAUTERNES, very rich and fine	Rs.	31	8	...	BARSAC, light Table Wine	Rs.	19 0	...
SAUTERNES, delicate flavour		23	8	...				

STILL BURGUNDIES.

CHAMBERTIN	Rs.	19	0	15 8	BEAUNE	Rs.	19 0	10 8
POMMARD		24	0	13 0	CHABLIS		18 0	...
MACON		23	0	12 0				

SPARKLING BURGUNDIES.

SPARKLING BURGUNDY, Red, a rich fruity Wine	Rs.	38	0	21 0	SPARKLING BURGUNDY, White, a rich fruity Wine	Rs.	38 0	21 0

SPIRITS.

COGNAC, Fine Old Pale, Treacher's celebrated Heart labelled	Rs.	30	0	...	WHISKEY, Irish, Kinahan's celebrated L. L.		22 8	...
COGNAC, Old Pale, a choice matured Spirit		27	0	...	WHISKEY, Scotch; Crabbie's	Rs.	20 0	...
COGNAC, Pale, a good Peg Brandy		23	0	...	Do. Fine Old Glenlivet (Treacher's special blend)		22 8	...
GIN, London Old Tom		18	0	...	HENNESSY'S BRANDY		38 0	...
HOLLANDS GENEVA, per case of 15 large flasks (De Kuyper's)		27	0	...	Do. do. **		32 0	...
RUM, Finest Old Jamaica		22	8	...	Do. do. ***		34 0	...
					MOUNIE'S Vine Leaf do.		28 0	...
					MARTELL'S do.		28 0	...
					EXSHAW'S No. 1 do.		57 0	...

LIQUEURS AND BITTERS.

CURACAO, Amsterdam, Orange or White	per bottle.	3	12	2 0	VERMOUTH	per bottle.	1 4	...
MARASCHINO DI ZARA, (the finest)	"	3	8	2 0	FREEMASON'S LIQUEUR	"	...	1 12
CHERRY BRANDY, best Copenhagen	"	2	12	1 8	GINGER WINE	per dozen.	17 0	...
CHARTREUSE from the { Green	"	7	0	3 12	ORANGE WINE	"	...	...
Monastery { Yellow	"	5	8	3 0	ORANGE BITTERS	"	18 0	10 0
GOLD WATER, Dantzig Brandy	"	3	12	...	ANGOSTURA BITTERS	"	...	24 0
CREME DE NOYEAU, best	"	3	0	1 12	POMALO & ORANGE BITTERS CONCENTRATED, T. & Co.'s	½ Pints.	...	12 0
CREME DE CITRONELLE	"	3	0	...	BRANDY BITTERS			
CREME DE ROSE	"	...		1 12	WINE BITTERS			
CREME DE VANILLE	"	3	0	1 12				
ANISETTE	"	3	0	...				

BOMBAY, BYCULLA & POONA.

NEW HATS AND HELMETS.

OUR HATS are selected and made to our Special Order, and are in all respects Superior to those usually made for export trade only.

Orders from the Mofussil receive careful attention and are despatched at the Lowest possible rates.

CASH PRICE LIST.

DRESS HATS.

	Rs. a.
Lincoln, Bennett & Co.'s Extra Quality, Drab	12 0
Do. do. do. do. Black	14 0
Asquith & Co. made Specially Light, Drab	10 0
Do. do. do. do. Black	13 0

FELT HATS.
THE LATEST SHAPES FOR EVENING WEAR.

The "Hastings"—soft Black Felt—high flat Crown	8 8
The "Talbot"—soft Black Flat—high flat Crown	8 8
The "Selbourne"—soft Black Felt—high round Crown	7 8
The "Talbot"—Soft Drab Felt—high flat Crown	8 8
The "Burleigh"—Soft Black Flat—high flat Crown	8 8
The "Folkestone"—stiff Black Felt—flat Crown, new shape	8 8
The "Rochdale"—stiff Black Felt—round Crown, new shape	8 8
The "Elgin"—stiff Black Felt—medium height	8 8
The "Ascot"—stiff Drab Felt—round Crown new, shape	8 8
The "Clifton"—stiff Drab Felt—round Crown, new shape	8 8

STRAW BOATING HATS.

The "Oxford"—Chip	3 8
The "Cambridge"—Plait	3 8

PITH HELMETS.
BEST CALCUTTA MAKE.

Boy Helmets	5 0
Girls' Dolly Varden	5 0
Ladies' do. do	Rs. 5 & 6 0
Gents' Shooting	5 8
White Doe Regulation	16 0

TWEED HATS AND CAPS.
FOR TRAVELLERS.

The Balmoral	5 0
The "Glengary"	5 0
Soft Stitched Tweed	5 0

COMMERCIAL INTELLIGENCE

MONDAY EVENING, 19TH MARCH 1877.

As usual on Monday we have no fresh news from Home respecting Cotton, but Reuter's closing telegram of Saturday gives some additional details of a general character which we have not previously noticed.

The London General Produce Markets were unchanged, and the weekly quotations for Indian Exchange Bank shares were the same as the previous Saturday. Enfaced Rupee Paper has undergone a further decline, Fours having fallen from 86¾ and Fours-and-a-half from 87 to 85½, while Fives-and-a-half have receded from 90¼ to 90. Exchange on India, 60 days sight, is quoted at 1s. 8¾d., as against 1s. 9¼d. on Thursday last. Bar Silver has receded to 54¼d. per oz., a decline of ¼d. from Reuter's quotation of the previous day, and it is rumoured that there are private messages in quoting 54d., but we have not been able to trace this to any reliable source.

The Bank of Bombay return for the week ending on Saturday shows the following changes :—

Government Treasury Balance at H. O.	Inc. Rs.	84,961
Do. do. at Branches...	Dec. ,,	1,32,04
Deposits	Dec. ,,	20,20,25
Government Securities	Dec. ,,	48,717
Loans	Inc. ,,	25,821
Bills Discounted	Dec. ,,	5,36,089
Cash with Correspondents	Dec. ,,	30,133
Cash and Currency Notes	Dec. ,,	24,25,457

These alterations show a decided increase in the demand for money, but not more so than might be looked for at this time of year, and the position of the Bank is still too strong to render any increase in the rate of discount at all likely.

STERLING EXCHANGE to-day has undergone a further collapse, the decline since Saturday being about 1¼ per cent. The fall in Silver is, of course, the leading influence, but the downward movement has been further increased by the weak advices from Calcutta, where the drop has been quite as rapid as here. A fair amount of Bills has been placed to-day, but notwithstanding that the Banks even at the decline have shown themselves much more willing buyers than sellers. For June delivery demand Bank Bills were bought this morning at 1s. 8¼d, while for July-August delivery the best quotation obtainable was 1s. 8d. per rupee. If this may be taken as any guide, we have yet to see a continued decline; nor do we think it at all unlikely. Previous rates were never justified by the actual position of the market; on the contrary, nothing but the large speculative purchases of Silver for this side could have brought them about, and we are now seeing what we have for months back been pointing out as the probable result of laying funds down here largely in excess of our probable requirements. The only danger in the present temper of affairs is that rates may be depressed too rapidly and so lead to another reaction. Had rates remained within 1s. 9d. for demand Bank Bills, we should probably have seen about that level maintained throughout this season, but the speculative advance which commenced in November, by flooding us with Silver, and largely increasing our other imports, while at the same time restricting exports, has brought about a reaction so sudden as almost to amount to a panic, and when that feeling gets into the market it is difficult to say where a movement will stop. It is not so much a high or low rate of exchange which is against business as sudden fluctuations which render regular transactions unsafe, and as we now stand, it would be well, we think, if people paused before allowing themselves to be carried away by the feeling of the moment. Up to this point the fall has, we think, been to a great extent justified, but we question very much whether the large export business we have before us for the next two months does not for that time at least warrant its being maintained. The great danger is, however, that a speculative competition between Silver and Exchange, such as we saw last season, may now step in and subject us to violent fluctuations throughout the season to the detriment of legitimate business. Closing quotations to-day are as follows :—

Bank Bills, on demand	1s. 8¾d.	per Rupee
Do. 6 months' sight	1s. 8 5-16d.	,,
Credits, 3 ,, ,,	1s. 8 15-16d. to 1s. 9d.	,,
Documents 3 ,, ,,	1s. 9d.	,,

On Calcutta demand drafts are at ¼ premium, but business has been done in 60 days sight at 1½ discount, a decline of ¼ per cent.

GOVERNMENT PAPER continues extremely dull and rates are nominally unaltered, say :—Fours, Rs. 97½; Fours-and-a-half, Rs. 97½; Fives-and-a half, Rs. 101½.

SHARES are quiet and generally unaltered. Banks are the same as last quoted. In Land Companies we note a decline of Rs. 5 in Colabas, and an advance of Rs. 35 in Mazagons. In Press Companies the only movement is a decline of Rs. 5 in Motussile. Spinning and Weaving shares are pretty steady. Alliance have declined Rs. 20, and Flemings Rs. 5, but there is an advance of Rs. 10 in Hindustan and Madras United.

COTTON to-day has been active with an advance of Re. 1 to Rs. 3 per candy owing to the drop in Exchange. A large business has been done, but unless backed up by stronger advices from Home or a further fall in Exchange, there is no real strength in the market. We quote :—

Good Ginned Broach, Ready		Rs. 201	per Candy	f. p.
Good Omra	,,	189	,,	,,
F. G. F. do.	,,	187	,,	,,
G. F. do.	,,	186	,,	,,
Good Dhollera	April	194	,,	,,
F. G. F. do.	,,	190	,,	,,
G. F. do.	,,	187	,,	,,

FREIGHTS are quiet and unchanged. By steamer for Liverpool £2-2-6 is the current rate but engagements have not been numerous. By sail there is a fair enquiry at £2 per ton.

PIECE GOODS continue remarkably dull and we have not heard of a single transaction of any importance to-day. Prices still tend downwards notwithstanding the drop in Exchange. The fortnight's shipments from the U. K. are comparatively light both for this port and Calcutta.

BOMBAY BILL AND STOCK LIST.

BANKS.

Banks	No. of Shares.	Nomi. Value p. sh.	Paid up.	Last Dividend.	Cash. Rates per Share.
		Rs.	p. s.	p. s.	
Agra Bank	100,000	100	all	6 p.ct	107
Bank of Bengal	40,000	500	all	6 do.	675 xd.
Bank of Bombay	20,000	500	all	10 do.	683½
Bank of Madras	10,000	500	all	8 do.	615
Chartered Mercantile Bank of L. & China. Hong. & Shanghai Bank.	80,000	250	all	8 do.	300
Chartered Bank of India and China	40,000	125	all	8 do.	385
National Bank of India.	40,000	200	all	5 do.	200
Oriental Bank	87,200	250	125	6 do.	108
	60,000	250	all	10 do.	495

RAILWAY COMPANIES.

G. I. P. Railway Consolidated Stock	..	£20	218-3/8	p. c.	272
Do. New £20 Shares	..	£20	13-0 14-6	do.	26
Ditto	..	£20	6-5 7-3	do.	72
Ditto	..	£20	11-12-1	do.	32
B. B. and C. I. Ry. Co.	..	£100	1,00	do.	1,100
Do. New Shares	..	£18	19-6-15	do.	240

SPINNING AND WEAVING COMPANIES.

Alexandra S. and W. Co.	750	1,250	all	50	p.c.	1,025 xd.
Alfred Mills Co.	250	1,000	1,000	80	p.c.	1,100
Alliance Spinning	500	2,500	all	20	p.c.	2,450
Angio-Indian S. and W. Company	30,000	100	80	..		70
Bhowniggur M. and P. Company	300	2,000	..	100	p.s.	1,575
Bombay United	900	1,000	all	60	p.c.	1,130 xd.
Bombay Hemp and Jute Mill Company	2,000	300	all	..		270
Broach Mills	1,500	150	all	10	p.c.	132½
Colabe S. and W. Co.	900	1,000	all	40	p.c.	880 xd.
Coorla S. and W. Co.	1,000	1,000	all	..		975
Central India S. and W. Company	2,500	500	450	..		650
Dharumsey Spinning	2,000	2,000	all	50	p.c.	1,050 xd.
Fleming S. and W. Co.	1,500	1,250	all	50	p.c.	1,060
Great Eastern	1,400	1,000	all	80	p.c.	1,320
Hindustan S. & W. Co.	575	1,000	all	60	p.s.	1,130 xd.
Hydraud S. and W. Co.	700	1,000	1,000	..		800
Jewraj Hallee Mills	750	1,000	all	45	p.c.	1,129
Khandeish Spinning	750	1,000	all	80	p.c.	1,220
K. Muncherjee S. & W. Co.	1,000	1,000	all	..		990
Madras Spinning	800	1,250	all	Nil		980
Madras U. Spinning	420	1,000	all	80	p.c.	1,230 xd.
Manchester & Bombay S. and W. Co.	30,000	50	42½	..		42½
Mandvie S. and W. Co.	2,000	500	all	..		420
Manockjee Petit's	2,500	1,000	all	70	p.c.	1,305
Morarjee Spinning	1,043	1,000	all	80	p.c.	1,250
Managon S. and W. Co.	2,000	5,000	..	..		325
National S. and W. Co. of India	950	1,000	all	..		945
Neriad S. and W. Co.	400	1,000	all	..		945
Nical Press Manufacturing Co., Ld.	500	2,000	all	..		955
Nursey S. and W. Co.	2,500	600	all	..		575
Oriental	1,000	625	all	50	p.c.	863
Prince of Wales Spinning	600	1,250	all	..		1,160
Rassoon S. & W. Co.	1,500	1,000	all	..		965
Do-nderdas Spinning	650	1,000	all	50	p.s.	925
Do do. ½ Share	500	1,000	250	125	p.s.	200
Sholapore S. and W. Co.	500	1,000	all	..		940
Victoria Mills	550	1,000	all	..		675

*Per Share for the half-year.

BANK OF BOMBAY.

STATEMENT of the affairs of the Bank of Bombay on the 17th March as compared with the statement issued on the 10th March :—

LIABILITIES.	10th March. Rs.	17th March. Rs.
Proprietors' Capital	1,00,00,000	1,00,00,000
Reserve Fund, invested in Government Securities	20,00,000	20,00,000
Government General Treasury Balance at Head Office	57,33,540	58,18,5 1
Do. do. at Branches	12,74,279	11,42,232
Other Deposits	1,70,47,53	1,50,27,274
Post Bills	48,168	47,167
Cash Credits, undrawn	4,12,2e9	4,84,262
	3,65,16,916	3,45,19,376
ASSETS.		
Government Securities	35,63,559	35,14,842
Cash Credits, on Security of Government Paper, Bullion, and Merchandise	18,18,280	17,61,021
Loans on Security of do. do.	20,26,772	21,2 603
Current Accounts, overdrawn	6,134	9,451
Bills Discounted	1,04,69,703	1,10,05,792
Stamps	3,794	3,743
Dead Stock Rs. 5,17,007		
Amount applied in reduction ,,1,26,000	3,91,964	3,62 0 7
Bullion	2,65,696	2,78,583
Cash Balances with Correspondents	1,79,57,914	1,54,84,4 7
Cash and Currency Notes		
	3,65,16,916	3,45,19,376

BANK OF ENGLAND.

STATEMENT of the Bank of England on the 14th March, compared with the previous week :—

	14th March. £	7th March. £
Circulation	25,124,000	25,124,000
Public Deposits	5,000,000	5,000,000
Other Deposits	20,000,000	20,000,000
Government Securities	11,000,000	11,000,000
Other Securities	14,000,000	14,000,000
Notes and Coin	19,124,000	19,124,000
Bullion	25,124,000	25,124,000
Proportion of Bullion to Liabilities	50 per cent.	50 per cent.
Rate of Discount	3 per cent.	3 per cent.

SHIPPING INTELIGENCE.

THE SHIP NEWARK, 1,003 tons, Captain G. Boyd, which arrived in harbour on the 17th instant from Glasgow (November 17th,) brought a cargo of 1318½ tons coals. The vessel is consigned to Messrs. Finlay, Muir and Co.

THE B. I. S. N. Co.'s s.s. CASHMERE 676 tons, Captain W. Crowden, arrived in harbour yesterday from Jeddah (March 2nd), via Hoodooda and Aden, with a general cargo and three hundred and twenty-two deck passengers.

THE B. I. S. N. Co's s.s. AKOLA, 315 tons, Captain T. M. Williams, will sail to-day for Kattywar Coast and Kurrachee, with a general cargo and the following passengers :—Major General Forbes, C. B., and three servants ; Major Beazley and servant, and one hundred and sixty-two deck passengers.

THE BARQUE ZEPHYRUS, 699 tons, Captain J. T. R. Morrell, which arrived in harbour on the 17th instant from Cardiff, (November 11th) brought a cargo of 1,003 tons coals. The vessel is consigned to Messrs. Finlay, Muir and Co. During the voyage she spoke the ships Ann Mellicent, Hospodar and saint Jago.

THE B. I. S. N. Co's s. s. EUPHRATES, 499 tons, Captain J. L. Shiell, arrived in harbour on the 18th instant from Persian Gulf via Kurrachee, with a general cargo and the following passengers :—General Sir F. P. Haines, K. C. B., General Lumsden, Major General Roberts, Col Preston, Lieutenant Col. Moore, Captain McCall, Surg. Major Bradshaw, Lieut Monteith, Col Frances, Mr. J. Gordon, and sixty-five deck passengers.

THE P. AND O. Co's s.s. TANJORE, 1,403 tons, Captain J. Orman, arrived in harbour yesterday from Melbourne (February 22nd) with Australian Mails, general cargo and the following passengers :—Mr. B. Hogarth, Mr. H. S. Fairbank, Mr J. Thanias, Mr. C. Hodgkinson, Mr. Burrows, Mr. F. A. Maule, Mr. and Mrs. Matheson, four daughters, three sons and servant, Mr. Langdon, Mrs. D. E. Murray, Captain McMacken. Mrs. Dinham, Mr. Jackman, Mr. A. C. Maitland and Mr. C. T. Groom and servant.

ARRIVALS.

Mar.	Vessels.	Commanders.	From.
18	Euphrates (s)	Shiell	Bussorah, Feb 28.
19	Cashmere (s)	Crowden	Jeddah, Mar 2.
	Tanjore (s)	Orman	Melbourne, Feb 22.

DEPARTURES.

Mar.	Vessels.	Commanders.	Destination.
19	Berenice	Harry	Calcutta.
	Lauderdale	Davies	Shanghai.
	Bothwell	Christian	Calcutta.
	Sumatra (s)	Anderson	Aden and Suez.

The steamer Akola, Williams, to M. Coast, and Kurrachee, obtained her port clearence yesterday.

The following vessels were entered out for loading yesterday :—
Steamer Calcutta, to M. Coast and Calcutta.
Steamer Burmese, to London.
Ship Minerva, to Havre.

CALCUTTA.

ARRIVAL.

Mar.			
15	Malda (s)	Lang	Singapore, Feb 21.

DEPARTURES.

Mar.			
15	Oonyia (s)	.....	.....
	(Enone	.....	.....

PASSENGERS.

Per Malda—Mrs Downing, Miss Rivere, Col and Mrs Mcgrath 2 children and European maid, Lieut Vaughan, Mr J B Ghose and 55 deck.

MADRAS.

ARRIVALS.

Mar.			
14	Z nobja	.....	Ganjam.
15	John Champan (s)	.....	Kistanapatam.
	Africa (s)	.....	Calcutta.
16	Mainam	.....	Calcutta.

DEPARTURES.

Mar.			
14	Zenasserim (s)	.....	Rangoon.
	Carew tch	.....	Rangoon.
15	Nepaul (s)	.....	Calcutta.

PASSENGERS SAILED.

Per P and O S "N paul"—From Ma ras to Calcutta—Mrs K M Cherry, M H S Turner and servant, and 14 natives (deck.)

DAILY IMPORTS.—MARCH 17.

FROM LIVERPOOL.

Manerove s—300 barrels alum Morarjee Natha.
Nellie Martin s—96 bars iron, Hussonbhoy Mohomedally.

FROM LONDON.

J. C. Stevenson r—100 cases brandy, P. Nowrojee and Co ; 39 cases brandy, Dajeebhoy Dadabhoy ; 5 cases silvered plates Sorabjee Nowrojee.
Tythonus,—22 packages hardware Lookmanjee Ebramjee ; 164 boxes and 126 barrels gunpowder, Mahomedally Noorbhoy ; 9 cases glassware, Abdoolally Tyebally.
Nellie Martin s—5 barrels iron nails, Abdoolally Gulamlly.
Standard s—50 boxes linseed plates, Kassumally Lallmeya.
Severn s—2 cases toys, Ardeshire and Co.

FROM BORDEAUX.

Naples—10 cases brandy, Geo. Gohagan.

DAILY EXPORTS.—MARCH 19.

FOR LIVERPOOL

Aldergrove—100 cwts bars, Peerbhoy Damjee ; 150 bales cotton, Goculdass Cullianjee ; 70 b l s cotton, Esmail Abdool Rehman ; 40 cwts myrabollams, Rali Brothers.
Dunnottar Castle—452 bales cotton, W and A Graham and Co.
County of Caithness—126 bales cotton, W Nicol and Co.
Berbice—200 cwts bones Womerbhoy Chandabhoy.
Blenheim s—100 bales cotton, Heerjee Nagsee and Co ; 1,000 bales cotton, Rali Brothers.
Renown s—55 bales wool, Moultanchund Khicha ; 119 bales cotton, Ruttonsee Poonsee and Co ; 134 bales cotton, Khetseedas Rurmo-kroy ; 106 bales cotton, Tyebjee and Co ; 110 bales cotton, Venechund Jootha ; 102 bales cotton, Kevuldass Tr-comdass ; 200 bales cotton, Nusserwanjee Manockjee and Co ; 50 bales wool, Cowerjee Nusser ; 50 bales wool, Goculdass Toolseedas ; 100 bales cotton, Ramjee Cushnajee.
Caradoc s—59 bales wool, Finlay, Scott and Co ; 250 bales cotton, Lyon and Co.
Standard s—125 cwts coir yarn, Veerjee Vulubdass ; 80 bales cotton, Mocktarchund Heerchund ; 65 bales cotton, Govindram Dwarkadass ; 103 bales cotton, Nuthoobhoy Soorchund ; 31 bales cotton, Munsookallal Mohsinlal ; 39 bales cotton, Pannett and Co ; 400 bales cotton, Killick Nixon and Co ; 27 bales wool, Heerachund Khuldass ; 38 bales wool H F Soares and Co.
Trinceria s—3,347 bags wheat, B I S N Co ; 20) bales cotton, Wallace and Co ; 50 bales cotton, Goculdass Cullianjee ; 700 bales cotton, W Nicol and Co.
Nellie Martin s—1,781 bundles coir yarn, Madhowjee Ghella ; 203 bales cotton, Goculdass Madhawjee.
Ariflamnie—200 cwts bones, Edward Isyts and Co.

FOR LONDON.

Mongolia s—6 bales silks and 3 bales hides, Dhurumsee Valjee ; 11 bales hides and 18 cwts B horns, Nensecbhoy Gangjee ; 44 cwts Bhorns and 15 bales hides, Allarukhia Nuthoo ; 5 bales skins, Allarukhia Nuthoo ; 12 bales hides, Nensecbhoy Ganjee.

FOR HAVRE.

Stornoway, 3,000 bales cotton, George Lockhart and Co ; 300 bales cotton, Jules, Siegfried and Co.
Centen ial—109 bales cotton Valkart Brothers.
Menora s—500 bales cotton, Jules, Siegfried and Co.
Burmese s—10,000 cwts rapseed, Killick Nixon and Co.
Aberaman, 110 cwts coir yarn, Khetsee Dhrumsey.

FOR DUNKIRK.

Glamorganshire—19,659 cwts linseed, Volkart Brothers.

FOR FALMOUTH.

Dilawur—33 cwts linseed, Wallace and Co.
Clydesdale s—31,785 cwts linseed, Geo Lockhart and Co.

FOR TRIESTE.

Castre r—52 cwts coffee, and 28 cases oilbamun, M. Mondolfo and Co ; 50 bales cotton, Volkart Brothers.

FOR VENICE.

Castre s—50 bales cotton, George Lockhart and Co.

FOR CONSTANTINOPLE.

Castre s—1 pot sandalwood oil, Essac Sallooa Obedia ; 24 cwts paper, Hajee Mahomed Ebram and Mahomed Jaffer.

FOR SUEZ.

Castre s—4 pots coolfa oil, Woomerbhoy Chandabhoy.

FOR HONGKONG.

Lombardy s—100 baskets onions, Hussoon Lall ; 108½ chests opium, E D Sassoon ; 50 chests opium, S E. Sassoon ; 4 chests, opium, Framjee Hormusjee and Co ; 37 chests, opium, Tata ; 30 chests, opium, Sora jee Nusserwanjee ; 503 chests, opium, E J Abrahim ; 3 chests, opium, Merwanjee Manockjee and Co ; 108 chests, opium, David Sassoon and Co ; 23 chests, opium, Hajee Essac Esbie ; 81 chests, opium, Hejaremull Goormookry ; 39 chests, opium, Hajee Adam Esmail and Co ; 29 chests, opium, Nurses Kessowjee ; 100 b skets, opium, Sewa Ahmed ; 36 chests opium Jairsath g (Peerbooy ; 14 chests, opium, Coonmall Soramgur ; 41 chests, opium, Hajee Abdoola Noormahamed ; 47 chests opium, Ebram Noordin and Co.

FOR SHANGHAI.

Lombary—8 chests opium, Jokeram Surrej ; 30 chests opium, David Sassoon and Co ; 35 chests opium, E D Sassoon ; 16 chests opium, Cursetjee Bomanjee ; 15 chests opium, Jaaurmull Dulsookroy ; 24 chests opium, Terachund Luchmeenaram.

VESSELS IN BOMBAY HARBOUR.

FOR LONDON VIA CANAL.

1269 Burmese (s), Lee—Ralli Brothers.
2690 Mirzapore s, Parish—Mails, 9th April.
1585 Mongolia (s), Coleman—Mails, 26th March.

FOR LIVERPOOL VIA CANAL.

1308 Blenheim (s), Okend n—Ralli Brothers.
861 Ceracoe s, Young—Killick, Nixon & Co.
1905 Marcia (s), Eynes—Sir C. Forbes & Co.
1184 Nellie Martin (s), Fox—Nusserwanjee M. & Co.
736 Renown (s), Smith—Finlay, Muir & Co.
1074 Standard s, North—McCulloch, Boyes & Co.
1343 Trinscria (s) Hutchinson, W. & A. Graham & Co.
1983 Rinaldo s, Newman—Killick, Nixon & Co.
1124 Whickham (s), Brown—Mackinlay, Simpson & Co.

FOR LIVERPOOL.

1271 Aldergrove, Fullerton—Merwanjee Nusserwanjee.
1038 Apelles, Blackstone—Lyon & Co.
1646 County of Caithness, Miller—Finlay, Muir & Co.
1702 Dunnottar Castle, Kidd—McCulloch, Boyes & Co.
1.11 Khersonese, Chapman—Sir Charles Forbes & Co.
1418 Oriflamme, Hayes—Jas Bates & Co.
1152 Tythonus, Cutting—Volkart Brothers.

FOR HAVRE.

1287 Centennial, Bearse—Farnham & Co.
1339 Prince Regent, Graham—Killick, Nixon & Co.
1543 Raphael, Sherman—W. and A. Graham & Co.
1499 Stormoway, Storm—Finlay, Muir & Co.

FOR VENICE.

1436 Sumatra(s), Anderson—Mails, 19th March.

FOR UNITED KINGDOM OR CONTINENT.

1'90 Abraman, Davies—Wallace & Co.
1232 Bregery Wood—Ralli Brothers.
1139 Cape Comorin, Haswell—Ralli Brothers.
1398 Clydesdale, Hatfield—Geo. Lockhart & Co.
1686 Dunnottar, Langster—Killick, Nixon & Co.
1289 Hannibal, Hopper—Wallace & Co.
777 Glamorganshire, Richee—Volkart Brothers.
494 Loochoo, Member—Knoop & Co.
786 Meinnock, Murray—Ewart Latham & Co.
1108 Professor, Mohn, Lamp—James Mackintosh & Co.

FOR AUSTRALIA.

1403 Tanjore (s), Crinan—P. and O. Co.

FOR HAVRE VIA CANAL.

1025 Minerva (ss), Moughan.

FOR CHINA.

1726 Lombardy (s), Hall—P. & O. Co.

FOR HULL,

1072 Prior (s), Anott—Ralli Brothers.

FOR TRIESTE.

1432 Castore (s) Marrusig—Austrian Lloyd's & Co.
686 Emma Lawson (s), Whitley H. Chson & Co.

FOR COLOMBO.

873 W. H. Atkinson(s), Harland—Killick Nixon & Co.

FOR CALCUTTA.

1388 Royal Soverign, Selkirk—Edward Bates & Co.
1395 Rasegrove s, Pearse—Ewart Latham & Co.

FOR MALABAR COAST.

175 Sallamuttee, Nacoda.

FOR FALMOUTH.

1217 Delawur Dice—Wallace & Co.
595 Viola, Roe—Killick, Nixon & Co.

FOR RANGOON.

824 Severn (s), Kinnear—Volkart Brothers.
1161 Saint James, Smith.

FOR KURRACHEE.

404 Espiegle, Rundle.
1247 Ganges s, Walsh—Merwanjee Nusserwanjee.

FOR SAIGON.

1020 Juan(s), Stack—W. & A. Graham & Co.

FOR RICE PORTS.

851 Itonus, Smart.

FOR MEDITERRANEAN.

407 Ausgarius (s), Rinnman—Bell Brandenburg & Co.

FOR CONTINENT.

9731 Nuphar (s), Wallace—Killick Nixon & Co.
1064 Petersburgh s, Barraclough—W. & A. Grsham & Co.

FOR CALAIS.

1200 Ardencluths, Duncan, Finlay Muir & Co.

FOR MARSEILLES.

1095 Bengal, s, Waher—Merwanjee Nusserwanjee.

FOR SINGAPORE.

763 Starr Queen, Mackintosh—Sir Charles Forbes & Co.

NOT FIXED.

1164 Arvonia, Morgan—Owen & Okell.
1 85 City of Dunedin, Kilgour—W. Nicol & Co.
14 3 City of Liverpool, Whitford.
489 Fluellin, Livingstone.
1253 Golconda (s), Seaton—P. and O Co.
1590 General Daniville, Stanton, Killick, Nixon & Co.
1547 Hindostan, Belyea—Killick, Nixon & Co.
1039 Khorason, Connell—Lyon & Co.
1003 Newark, Boyd—Finlay, Muir & Co.
1119 Orissa (s), Coleman—P. and O. Co.
1490 Prince Frederick, Clague, Wallace & Co.
1128 Reiy Graeme, Garvey.
1521 Virginia Schillizzi (s), Brown—Mackinlay Simpson & Co.
699 Zephyrus, Morrell—Finlay, Muir & Co.

COUNTRY TRADERS.

534 Bushire Merchant, Nacoda.

ROYAL NAVY AND BOMBAY MARINE.

874 Abyssinia (s), 4, James—(Harbour Defence.)
1081 Daphne (s), 5, Evans—(In Dock.)
800 Hugh Rose (s), 3, Downine.
1107 Magdala (s), 4, James—(Harbour Defence.)
May Frere. Guthrie.
1248 Sparton, Tracy.
4173 Serapis, Davidson—(Troopship).
2303 Undaunted (s), 31, Fanshawe—(Flagship.)

VESSELS EXPECTED AT BOMBAY.

SHIPS FROM HOME PORTS.

1020 Oregon, Iversen—Newcastle, September 2.
1495 Circassian, Pottinger—Liverpool, September 14.
644 Roslin Castle, Alexander—Shields, September 20.
695 Windermere, Man—Antwerp, October 18.
900 Gaetano, Cicconardi—Antwerp, October 18.
234 Algonquin, Dexter—Liverpool, October 31.
1831 Andes, Gibbs—Tyne, November 2.
600 Brimmart, Towle—Cardiff, November 4.
255 Dominion, Heselton—Liverpool, November 4.
1228 Eleano, Brown—Liverpool, November 8.
635 Jalawar, Chilton—Liverpool, November 13.
1262 Victoria Cross, Cowley—Penarth, November 14.
600 Sarah Scott, Estall—Sunderland, November 17.
422 Zobeida, Bilcroft—New York, November 17.
1119 Astronomer, Edgar—Cardiff, November 18.
1164 Europa, Thesen—Hull, Nov. 18—Put into Falmouth dismasted.
1558 Alexander Yeats, Dunham—Liverpool, Nov. 21.
1180 Allegiance, James—Liverpool, Nov. 21.
641 Devonshire, Owen—Liverpool, Nov. 21—Spoken Dec. 7 ; partially dismasted.
1117 Helen Scott, Parsons—Liverpool, Nov. 22—Sailed from Holyhead, Dec. 2.
1188 Cartvale, Hogg—Shields, Nov. 22.
1248 Southminster, McFee—Liverpool, Nov. 25.
1224 Rajpoot, Andrew—London, Nov. 29.
1015 Ellen Bates, Thornton—Liverpool, Nov. 29.
1296 Lady Lisgar, Hughes—Cardiff, November 29.
1139 Macedonia, Jones—Cardiff, Nov. 30.
1000 Carnegie, Smith—Glasgow, December 5.
997 Ariadne, Hilton—Greenock, December 5.
1187 Mornington, Robertson—Liverpool, Dec. 7.
708 Argyleshire, Laird—Glasgow, Dec. 8.
805 Queen of Cambria, Parry—Sunderland, Dec. 9—Sailed from Shields Dec. 9.
1199 Kilk an, Lowe—Liverpool, Dec. 11.
1276 Benedictress, Shiellaw—Cardiff, Dec. 12.
679 Antofagasta, Halliday—London, Dec. 18.
344 Forest Grove, Pearson—Wear, Dec. 25.
1360 Janet Lothian, Hamilton—Glasgow, December 25.
1470 Knight Companion, Yeo—Liverpool, December 27—Sailed from Holyhead Jan. 2.
491 Black Watch, Kerrish—London, vid Cape Town, Dec. 29.
323 M. A. Evans, Phillips—Liverpool, Jan. 11.
794 Lanarkshire Wickie—Glasgow, January 11.
953 Norfolk, Hern—Tyne, January 11.
913 Serica, Matthews—Liverpool, January 12.
1495 Stockbridge, Lane—London, January 13.
720 Thankful Castle, Hilden—London, January 19.
1798 St. Nicholas, Hill—Liverpool, January 22.
1287 Annot Lyle, English—Liverpool, January 26.
783 St. Andrew, McLean—Liverpool, January 26.
967 Sheila, Mosher—London vid Liverpool, Jan. 26.
1636 County of Inverness,—McKenzie—Glasgow, January 29.
1184 Wingerd Hunter, Parmeter—Cardiff, January 31.
— Glandinorwig, Lewis—Wear, February 6.
1413 Tobique, Davis—Liverpool, February 17.
899 Marlborough, Sampson—London, loading.
1555 Cumberland, Farnham—Liverpool, loading.
1296 Amoor, Evans—Liverpool, loading.
819 Invercauld, Thomson—London, loading.
1392 Alice D. Cooper, Humphrey—Liverpool, loading.
1026 Birmah, Nicholson—Liverpool, loading.
1092 Premier, M'Gilvey—Liverpool, loading.
1378 Atmosphere, Wright—Liverpool, loading.
1022 Berteaux, Post—Liverpool, loading.
1295 Lucy A. Nickels, Nickel—Liverpool, loading.

FROM OUTPORTS.

1788 Thomasina Macclellan, Gibb—Newcastle, N. S. W., Dec. 23.
202 Raven, Silver—Bangkok, February 28.
323 Marie Alfred—Bangkok, February 28.
1861 Castlemaine, Williams—Calcutta, February 12.
1079 John Clark, Pendleton—Calcutta, February 12.
1062 City of Boston, Crosby—Calcutta, February 19.
1203 William Douglas, Douglas—Calcutta, February 19.
1326 Carrie Clark, Storer—Clarke, or until further orders.
1099 Lalla, Vance—Calcutta, March 7.
343 Flying Cloud, Milner—Bangkok, loading.
— Hippogriffe—Moulmein, loading.
1332 Bulwark, Seaton—Moulmein, loading.
1745 The Tweed, Stewart—Colombo, loading.
248 Bootle, Williams—Mauritius, loading.

STEAMERS.

SHORTLY DUE.

1516 St. Olaf, Pedersen—Cardiff—Left Suez Canal March 3.
1008 Stag, Hiffe—Tyne—Left Suez Canal March 3.
1016 Goodhope, Wilson—Tyne—Left Suez Canal March 3.
876 Vortigern, Read—Liverpool—Left Suez Canal March 3.
1064 Tuscany, Green—Glasgow—Left Suez Canal March 6.
1363 Immanuel, Gerhardt—Liverpool—Left Suez Canal March 15.
874 Persia, Merello—Genoa—Left Suez Canal March 7.
1473 Naples, Eaton—Calcutta—Left Suez Canal March 10.
1961 Sarah Sail, Tregarthen—Liverpool—Left Suez Canal March 10.
709 Athelstane—Tyne—Left Suez Canal March 10.
1320 Pollace—Bristol—Left Suez Canal March 10.
— Rossend Castle—Shields—Left Suez Canal March 15.
991 Barrowdale, Davis—London—Left Suez Canal March 15.
785 Stalmore—Tyne—Left Suez Canal March 20.
1203 Pera, Methven—Aden—Left Aden March 15, 2 P.M.

EXPECTED.

999 Knight Templar, Henderson—Tyne, February 14—Ashore Isle of Galita.
1015 Parsee, Kerbey—London, February 23.
1454 Virago—Liverpool, February 24.
1724 Europa, Harris—Glasgow, February 26.
1696 Celia, Holmes—Liverpool, March 1.
1225 Commonwealth—Cardiff via Aden, March 1.
1023 Zante, Shilston—Liverpool, March 3.
784 Scotsman, Timmins—Cardiff, March 9.
1353 Trentham Hall, Shaw—Liverpool, March 13.
1452 Italia—Liverpool, March 19.
981 Alnwick Castle, Freeman—Cardiff.
1081 Nile, Dowell—Tyne.
1300 Barbary, Baskfill—Liverpool.
Robenia.
1136 Assiria, Bosc'li—Genoa.
1320 Ettore—Trieste.
2221 Guy Mannering, Mann—Liverpool.
1060 Calipso—Trieste.
1307 Tebe—Trieste.

HIGH COURT.—20TH MARCH.

(Before the Honourable SIR CHARLES SARGENT.)

LONG CAUSES.

365-76—Lynch and Tobin—Kevulbhoy Jaichund vs Nahalchundbhoy Nathoobhoy and others—Tyabjee and Syani.—Part heard.
573-76—Hirjeebhoy, Hore and Langley—Lalavahoo and another vs Premjee Mooljee and others—Shapoorjee and Thacurdass and Hand C.
188-76—Chalk—Meredith Jones vs Joseph C. Lawrence and others —Jefferson and Payne.
229-76—L Fletcher—Nanoobai vs Pudma Maloo—Balcrishna and B.
660-76—M H Khan—Eliazer Escobjee Sanker vs Nenbai widow —Tyabjee and Sayani.
228-76—Prescot and Winter—A Buchanan and others vs Hajee Abdoorahman Abdoorackia—Inverarity, Lynch and Owen.
413-74—Tyabjee and Syani—Nujmoodeen Shaikally vs Zenaboo widow and others—Jefferson and Payne.
653-76—Eduljeesa and Sons—Eduljee Cursetjee C vs Eduljee Nusserwanjee J—J C Cama.

(Before) the Honourable MR. JUSTICE BAYLEY.)

LONG CAUSES.

600 76—Shapoorjee and Thacurdass—Burjorjee Sorabjee Battlewalla vs Pestonjee Hormusjee S and others—Khunderao and J C Cama.

(Before the Honourable MR. JUSTICE GREEN.)

SHORT CAUSES.

252-76—In person—C Tyabjee and another vs Kerbadjee Hormusjee.
594-76—Rimington, Hore and Langley—A J Macdonald vs Mahomed Ally Lumjee.
673-76—Shapoorjee and Thacurdass—Sittaram Radakisson vs Jaisingh y Huttesing Shamsao P.
715-76—Tyabjee and Sayani—Nenbai widow vs Shaik Ibrahim bin Balloo &c.

LONG CAUSES.

84-76—Shamrao P—Hurbuxbuker Balcrushna and others vs Cr

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

MAJOR GENERAL JOHNSON.

CALCUTTA, 19TH MARCH.

Major General Sir E. B. Johnson took his seat to-day, under the usual salute, as ordinary member of the Governor-General's Council.

THE HIGH COURT.

Mr. Pitt-Kennedy is appointed to officiate as Judge, vice Mr. Pontifex.

[REUTER'S TELEGRAMS.]

MISCELLANEOUS ITEMS.

LONDON, 19TH MARCH.

The Oxford crew are the favorites for the forthcoming University Boat-race.

General Ignatieff is the guest of Lord Salisbury at his country residence at Hatfield.

Advices from Malta state that H. M. S. Thetis has been towed into that port disabled, after having been short of provisions seventeen days.

Dr. George Birdwood delivered a lecture on Saturday at the Society of Arts on the Native Indian Press.

The Indian Troopship Crocodile arrived at Portsmouth this day.

TURKEY AND MONTENEGRO.

CONSTANTINOPLE, 18TH MARCH.

The special Delegates sent by Montenegro to arrange terms of peace with the Porte are now awaiting instructions from their Government.

PARIS, 17TH MARCH.

After an animated debate the Chamber of Deputies have approved of the prosecution of M. de Cassagnac.

LONDON, 17TH MARCH, APT.

The Liverpool Cotton Market closed unchanged.

Surats unchanged.

Fair Dhollera	5 3/16d.
4 per cent. Rupee Paper	85¼
4½ per cent. do.	85¾
5½ per cent. do.	90
Oriental Bank Shares	£44-10
Chartered do do.	£20
Do. Mercantile do.	£29
Hongkong and Shanghai	£35
Departure.—Lumley Castle.	

LINE REPORTS.—19TH MARCH.

Cable right to Fao. Turkish line right to Persian line right to London.

STEAMER REPORT.

GALLE 19TH MARCH, 10.55 A. M.

French steamer, Meinam, from Calcutta, arrived.

RATES OF EXCHANGE ON LONDON.

Market declining.

Bank Bills, on demand	1s. 83d. per Rupee.
Bank Bills, 6 months' sight	1s. 8 15-16d.
Credits 3 months' sight	1s. 8 15 16d. to 1s. 9d. "
Sovereigns	Rs. 11-7-6 each.

A FELLOW of the Madras University is reported, the *Madras Mail* says, to have openly charged the Examiners before the Senate with favoritism with respect to particular schools in that Presidency.

THE Bishop of Madras, Bishop Sargent, and Miss Gell, returned to Madras on Friday by the Messageries steamer Meinam. Captain Hallett, who has been representing Madras at the Prison Conference at Calcutta, also returned by the same steamer.

THE second subscription list for the Henry Memorial will be published to-morrow morning, and will contain an acknowledgment of all sums paid into the Bank of Bombay up to 3 P.M. to-day. The subscriptions promised up to date amount to more than Rs. 8,500.

IT is stated that Mr. Mackenzie, of Messrs. Arbuthnot & Co., resigned his seat as the Board of Directors of the Bank of Madras, in consequence of the Advocate General having given it as his opinion, that according to the new Bank Act, no member of that firm is at liberty to hold a directorship so long as the firm retains the agency in Madras of the Comptoir d'Escompte of Paris.

THE Central Asian Trading Company, whose head quarters are, we believe, at Lahore, has published its prospectus. Some of the leading business men of the Punjab are amongst its directors, and from the fact of Rs. 50,000 having been taken up in shares at the first meeting of the promoters, while another Rs. 1,00,000 is guaranteed in England, it will be seen that the company is in a fair way of becoming a great commercial success.

THE new treaty now being carried on between the Portuguese Government and the British authorities in India will, we learn from the *Bulletin*, result in the construction of a railway from Goa to one of the adjacent collectorates in the Bombay Presidency. The construction of this line is to be entrusted to a Portuguese engineer of note, Engienheiro Matheus Constancio Augusto, son of the late Augustinho who supervised the erection of the Bombay Town Hall.

ACCORDING to the Lockport, United States, papers, Mr. Holly's plan of heating cities by steam is soon to be put to the test of practical trial in that place. The scheme involves the division of the city into districts, and the establishment of a separate system of boilers in each district, with mains leading to the houses to be heated. That done, the citizens of Lockport will be enabled to dispense with stoves and fireplaces as they already have with private wells and candlesticks, and to regulate the temperature of their homes by the simple process of turning a faucet.

A TELEGRAM to a Madras paper from Cuddapah, 16th March, reports that there was a heavy fall of rain on the previous night with thunder and lightning. Rain also reported from Camalapore, Yerragoontla and Royachoty. An inch and three-quarters fell at Cuddapah. Rain has fallen also in the Salem district. A correspondent, writing from there on Friday to a Madras paper, remarks:—"It has rained here steadily, though not heavily, for the last six hours, and it is raining still. It has also rained a good deal in the district these last two days. This is the first rain for eight or nine months. The wells have been dry, cattle have been dying, gardens have perished. All this will now speedily end."

THE *Rangoon Daily News* states that the railway from Rangoon to Prome is finished. That is to say, there is now one continuous line of rails from Rangoon to Prome with all the numerous *et ceteras*, for running a train, without hitch. Of course, a great deal remains to be done for the accommodation of passenger and goods traffic. But in its present condition the line is fit for running a passenger train or two a day up to Prome. Mr. Prince deserves great credit for this work, and so do all the engineer officers who have worked under him. The difficulties they have had to contend against were great indeed. The country new, sparsely peopled, and the climate adverse to continued labour throughout the year. In spite of these and a great deal more, the line has been finished in 20 months.

THE interest naturally attaching to the eminent names concerned, if not the merit of the epigram itself, will perhaps, the *Pioneer* says, justify us in quoting the following story. Mr. Froude was not long since lecturing at Edinburgh on the necessity of treating all history written by churchmen as more or less invariably tainted by prejudice and partiality. The late Professor Kingsley at the same time was lecturing at Oxford on the fallibility, or rather fallacy, of all history generally. Here upon the Regius Professor Stubbs retorted as follows:—

> While Froude instructs the Scottish youth
> That parsons cannot speak the truth,
> The Reverend Canon Kingsley cries
> That *all* historians tell lies.
>
> Such various judgments who'll combine?
> Yet one suggestion solves the mystery;
> That Froude thinks Kingsley a divine
> And Kingsley goes to Froude for history.

MR. ADKINS, the British Consul at Newchang, states in his report for 1876, that much trouble has of late been caused by gold miners in the northern portion of the province, the Chinese finding a difficulty in suppressing gold-mining, owing very likely to many of the miners being from the territory of their powerful neighbour. The district of Kirin is very rich in gold; and the Consul gives an account of the valley of Chia T'i Kou, some thirty miles long, in which there are rich diggings about five or six days' journey east by south from Kirin and Newchang. The veins of quartz in the hill sides are very numerous. The quartz when dug is roasted, then crushed, and then washed on a cradle or "slip," and so rude and imperfect is the operation that it usually pays to wash the quartz two or three times. The quantity of gold found in a ton of quartz varies; but a Chinese miner who showed the Consul a slab of quartz brought from these diggings assured him that less than dlrs. 20 worth of gold per ton is considered a poor yield.

THE *Rangoon Gazette* of March 9 narrates the following Siamese tragedy:—"The Ananda, which arrived a day or two ago from the south coast ports, brings us some news of a tragic character. It appears when she reached Renoung on her way to Rangoon her captain found matters in such state of ferment that he considered it too dangerous to land. He learnt that a day or two before there had been a dreadful riot among the Chinese who had risen up against the Raja and besieged him in his own palace, besides burning down all the Government buildings and looting a junk stationed at the mouth of the Renoung River belonging to the Raja. The Raja's military force, consisting of 50 men, who act in the double capacity of body-guard and police, was unequal to a contest with a raging population of about 15,000 people, composed for the most part of Chinamen. But the Raja with this force shut himself in his palace, a fortified building boasting of a few pieces of artillery, and commanding the whole length of a broad straight road. The rioters in attacking the palace filled this broad avenue; and it can be understood when the Raja, loading his guns, it is said, with large quantities of rifle bullets, opened upon this dense mass what terrible havoc must have been committed. Four hundred of the rioters are said to have paid the penalty with their lives, and it is difficult to say where the matter would have ended had not a Siamese man-of-war arrived from Junkceylon, landed its marines and restored order. It is sad to contemplate such loss of life. The real origin of this emeute or uprising is not known; but we should not be surprised if it arose from a similar cause to that which brought on riot at Tonka some 250 miles south of Renoung, about a month ago. It appears that the Siamese Government had levied a pole tax of Rs 2. or 3, on each Chinaman who went to Penang from Tonka, at which the Chinese became justly indignant, giving vent to their feelings in a riot which was, however, quelled by 15 of the rioters being killed. We should not be surprised if, as we said, the same cause of disturbance was to be found at the bottom of the Renoung tragedy. Renoung is a town described by people, who have been there, as containing ab out 15,000 people, the Raja of which is a Chinaman. It is situated about six miles up the Renoung River, and it is a part of the border territory of Siam, 10 miles or so to the south or south-west of Malewon. The Raja, who is a cheery hospitable old gentleman, is away at present on a visit to the Celestial Empire, leaving his son in charge of the Government. As he was very benevolent and much liked by every one, it is probable this bloody business would never have been enacted had he been present."

ARRIVAL OF SIR FREDERICK HAINES IN BOMBAY.

H. E. SIR FREDERICK P. HAINES, K.C.B., Commander-in-Chief in India, arrived in Bombay by the B. I. S. N. Company's mail steamer from Kurrachee and landed at the Apollo Bunder yesterday morning shortly after six o'clock. In spite of the early hour, H.E. Sir Charles Staveley, Commander-in-Chief of Bombay, and Brigadier General Gell, with their respective staffs, Colonel Macdonald, Secretary to Government in charge of the Military Department, and a large number of other officers assembled on the bunder in full dress to receive the popular Chief. A guard of honour was drawn up at the landing place, and a salute was fired from the land battery on His Excellency leaving the ship.

THE FAMINE DISTRICTS IN THE BOMBAY PRESIDENCY.

STATEMENT No. XVIII. regarding the scarcity in the Deccan and Southern Mahratta Country, together with a summary of Government Orders issued during the week ending 16 h March 1877.

Districts.	Area in Square Miles.	Affected Area in Square Miles.	Population of District.	Affected Population.	Number of people employed during the past week.	During the present week.	Percentage of labourers to population of District.	Grants, including the large works authorized in Government Resolution No. 6182, of 27th Oct. 1876.	Expenditure up to latest known date.	Ordinary Prices	Prices during past week.	Prices during present week.	Average Rain-fall, i. e., the average of all the Talukas for five years.	Average Rain-fall during the past season of all the Talookas.
										Prices of Staple Grain in the per Rupee.				
Dharwar	4,994	3,000	9,88,097	6,30,000	27,781	25,345	2·85	Rs. 1,14,271	Rs. 5,01,193	Jowari ...68	18	17½	30·48	13·81
Kaladgi	4,691	2,699	9,38,700	5,01,000	27,446	25,000	2·66	Rs. 1,14,271	Rs. 5,01,193	Jowari ...68	18	17½	30·48	13·81
Belgaum	5,695	5,695	9,16,037	8,16,037	38,413	28,514	3·49	Rs. 1,14,271	Rs. 5,01,193	Jowari ...68	18	17½	30·48	13·81
Satara	4,988	2,984	10,64,009	4,61,000	20,879	27,387	2·57	Rs. 1,14,271	Rs. 5,01,193	Jowari ...68	18	17½	30·48	13·81
Sholapore	4,086	4,086	7,18,094	7,18,094	46,587	45,854	6·76	Rs. 1,14,271	Rs. 5,01,193	Jowari ...68	18	17½	30·48	13·81
Poona	5,099	2,500	9,07,283	3,18,601	36,500	31,200	3·44	Rs. 1,14,271	Rs. 5,01,193	Jowari ...68	18	17½	30·48	13·81
Ahmednagar	6,647	5,340	7,73,295	6,77,376	13,618	17,093	2·19	Rs. 1,14,271	Rs. 5,01,193	Jowari ...68	18	17½	30·48	13·81
Nasik	6,133	2,000	7,20,933	2,80,000	10,000	14,400	1·97	Rs. 1,14,271	Rs. 5,01,193	Jowari ...68	18	17½	30·48	13·81
Khandesh	10,152	5,500	10,28,648	6,46,944	2,016	8,388	·32	Rs. 1,14,271	Rs. 5,01,193	Jowari ...68	18	17½	30·48	13·81
	54,305	33,823	79,55,927	50,18,999	4,21,778	3,20,703	2·18	Rs. 1,14,271	Rs. 5,01,193	Jowari ...68	18	17½	30·48	13·81

Collectors' Reports by Telegram, dated 13th and 14th March 1877.

Slight importations of grain into Khandesh. Small-pox prevalent.

Grain supply abundant at Nasik.

Grain imports enough at Ahmednagar. Slight emigration continues. 7 deaths from cholera.

Grain importation continues at Poona. A few cholera cases in Rhimthari.

Grain supply good at Sholapore. Slight cholera in the District.

Grain supply good at Satara. 42 deaths from cholera.

Grain supply abundant at Kaladgi. Migratory movements decreasing. 83 deaths from cholera.

Grain supply plentiful at Belgaum, but scarcity of water felt 233 deaths from cholera.

Grain supply abundant at Dharwar; water scarce. 533 deaths from cholera.

The works in progress are roads, tanks and miscellaneous.

A column has been added to the foregoing table, showing the percentage of the labourers upon Relief Works to the population of the respective districts. This percentage varies from 6·76 in Sholapur to ·32 in Khandesh, and averages 2·8.

There is a slight rise in the price of grain throughout the three Southern Mahratta Country Collectorates of Kaladgi, Belgaum, and Dharwar. Prices have also slightly risen in Khandesh, and declined in Poona.

The number of people upon Relief Works in the nine affected districts is 223,763 against 221,772 last week; and there are also 3,078 hill-men and immigrants employed in Ratnagiri and Kanara.

From this it appears that the larger number of those who absented themselves during the late Holi holidays have not yet returned.

There is nothing in the reports received from the different districts to indicate that the general condition of the people is becoming such as to give cause for any increased anxiety.

2. A very interesting account has been received from the President of the Belgaum Private Charitable Relief Committee (Mr. Shaw) regarding the operations of their kitchen, where food is provided, without the exaction of work, for the helpless poor. It appears that the average cost of the daily ration provided by the Committee, including every item of expenditure such as cooks, cooking utensils, and firewood, is 9·9 pies. The ration consists of jowari cakes varying in number with the sex and age of the recipients, with the addition of a certain quantity of dall, &c., providing the requisite nitrogenous matter, and the Committee have no doubt, after four months' experience, that the allowance has amply satisfied each recipient.

3. Tables (A) and (B) are appended as before. It will be noticed that on the 3rd March, the latest date for which complete information is available, the number of people upon works under Civil Agency had again decreased and amounted only to 37,060, while the number upon works under the Agency of the Public Works Department was 17,415, only about one-sixth of the labourers were, therefore, upon Civil Works during that week.

4. Maps of the affected districts are forwarded with this Summary, although there is very little fresh to record that can be exhibited in this form.

5. The following table gives the expenditure by Government, during the week ending 3rd March, upon charity in the relief of the aged and infirm poor, and in payments made to the young children of labourers employed upon Relief Works:—

District.	Collectors' Discretionary Grant. Average number relieved during the week.	Expenditure during the week.	Total Expenditure up to date.	Expenditure incurred on account of age whose parents are upon Relief Works. Average Children fed during the week.	Expenditure during the week.	Total Expenditure up to date.
	No.	Rs.	Rs.	No.	Rs.	Rs.
Khandesh	55	15	534	4986	465	4430
Nasik	*	*	184	2,000	564	3,176
Ahmednagar	3,013	69	6,983	2,000	265	2,003
Poona	1,600	231	12,235	14,515	1,271	14,515
Sholapore	727	31	1,357	1,393	760	1,393
Satara	40	4	1,253	1,636	135	1,636
Belgaum	411	4	1,253	1,636	172	1,636
Kaladgi	605	4	1,253	899	64	899
Dharwar	567	4	1,253			
Total.....	6,135	8,488	40,104	32,203	3,312	31,377

‡ Return from the Executive Engineer for Irrigation not received.

* No expenditure has been incurred by the Collector.

7. With regard to the movements of food grains, 3,701 tons were exported from Bombay to the Southern Mahratta Ports during the week ending 7th March, and during the same week 3,137 tons were carried by the Great Indian Peninsula Railway to stations upon the Poona-Sholapur and Nasik Bhusawal lines, making a total of 6,838 tons for the week. The table below shows the quantities of grain sent by sea and rail from October till the 7th of March to the Southern Mahratta Ports and the Railway Stations in the distressed districts. It will be seen that the total amount delivered up to the 7th of March was 1,94,884 tons:—

Food-grains sent to	In Oct. 1876.	In Nov. 1876.	In Dec. 1876.	In Jan. 1877.	In Feb. 1877.	In March (up to 7th)	TOTAL.
	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Southern Mahratta Country.	7,675	19,228	17,312	13,459	16,075	3,701	77,450
South-Eastern line, from Poona, to Sholapur	11,689	30,014	25,498	15,471	12,477	4,334	99,477
North-Eastern line, from Nasik, to Bhosawul	4,447	4,776	3,606	1,618	2,622	891	17,957
Total.....	23,805	54,018	46,416	30,548	31,174	8,926	194,884

8. On the whole, the condition of the grain supply continues satisfactory, and the increase in the number of labourers upon Relief Works is slight.

M. K. KENNEDY, Major-General, R. E.,
Secretary to Government.

TROUBLES OF THE SERVICE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Some months ago I was appointed by H. E. the Commander-in-Chief officiating wing officer of a regiment, and immediately on taking up my appointment I was called upon to furnish my wing with new books and forms, which cost me about Rs. 100. I am now again called on to substitute a new book in place of one which was selected as a pattern only a few months ago.

Sepoys get compensation for dearness of provisions, and I think that wing commanders should also be allowed an allowance to meet the eccentricities of H. E. the Commander-in-Chief and his Adjutant General; especially as regards the "Regulations and orders for the army of the Bombay Presidency," which alter weekly.

March 15. N. I.

MANUFACTURED MANURES.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—The Town Council appeared to be rather hazy the other day, on the subject of manufactured manures. Some members wished to know if it was successful or not in the towns in England where it has been tried. *The Builder* for December informs us that, financially, it is not. A long account is given in that number on the "chief systems of sewage disposal now in operation." It informs us that the local Government Board appointed Mr. C. S. Read, M. P., one of their secretaries, and Mr. Robert Rawlinson, C. B., their chief engineering inspector, in conjunction with Mr. Smith, the secretary to the late River Pollution Commission, as their assistant, to visit a limited number of localities in which the processes in question are in operation, and report fully thereon to the Board. These gentlemen accordingly visited Edinburgh, Wrexham, Chorley, Blackburn, Doncaster, Harrowgate, (and 17 other towns which I need not mention here,) where the downward intermittent principle is carried out. Leeds, Bolton, *Coventry*, Tottenham, Edmonston and Hertford where sewage is treated by a chemical process. This report is just now issued and contains the following conclusions. I shall take up the 6th as it refers more directly to the system now being tried in Bombay.

"6th.—That so far as our examinations extend none of the manufactured manures made by manipulating town refuse with or without chemicals pay the contingent cost of such modes of treatment, neither has any mode of dealing with excreta, so as to defray the cost of collection and preparation by a sale of the manure being brought under our notice."

It is quite evident from this that commercially it is a failure, and if this is the case in England where appliances and coal are at hand, and where the sewage is brought to the spot by drainage, no expense of carting, *see* must look for failure also in this respect. It may not be out of place to quote here, their 9th conclusion.

"That towns situate on the sea coast or on tidal estuaries may be allowed to turn sewage into the sea or estuary, below the line of low water provided no nuisance is caused, and that such a mode of getting rid of sewage may be allowed and justified on the score of economy." Further on the article states that "with respect to the laboratory value of town refuse and sewage or the manipulated solids of sewage, they have not found a single instance where it is sold at a profit, and as a consequence there have been local disappointment and accumulation of several thousands of tons of manure, asserted to be worth from one to several pounds sterling per ton, which prices are not realised, consequently there are these vast heaps encumbering the premises where manipulated." The great point, however, perhaps is not its result commercially or agriculturally so much as its sanitary results.

"To run sewage both fluid and solid must be got rid of and the more completely and rapidly the process is effected the better will it be for the inhabitants. The cost of any process should, however, be a secondary question. Always provided that due skill has been and is used in devising the local works and proper care has been exercised in supervision and labour," and I may conclude with the words at the beginning of the article—"That the scavenging, sewering and cleansing of towns are necessary for comfort and health, and that in all cases these operations involve questions of how to remove the refuse of towns in the safest manner, and at the *least expense to the ratepayers*." There is no doubt but that the supervision in Bombay will fulfil its purpose as far as *making* the manure goes, but the difficulty will be to get rid of this manure, and if this obstacle is got over by giving it away, will the Municipal funds be in a position to meet the yearly expense which the working of several machines will incur?—Yours, &c.

SARAH S. GOSTLING.

Byculla Bridge, 17th March.

TAYLOR BROTHERS' MARAVILLA COCOA.—Taylor Brothers, London, having the exclusive supply of the unrivalled Cocoa, invite comparison with any other Cocoa for Purity—fine Aroma—Sanative, Nutritive and Sustaining Power. One trial will establish it as a favourite Beverage for Breakfasts, Luncheon, and a Soothing Refreshment after a late evening. For favourable opinions *vide Standard, Morning Post, British Medical Journal, &c., &c.*

TAYLOR BROTHERS' HOMŒOPATHIC COCOA.—This original preparation, which has attained such world-wide reputation, is manufactured by Taylor Brothers, under the ablest homœopathic advice, aided by the skill and experience of the inventors, and will be found to combine in an eminent degree the purity, fine aroma, and nutritious property of the fresh nut.

TAYLOR BROTHERS' SOLUBLE CHOCOLATE AND COCOA AND MILK are made in one minute without boiling.

TAYLOR BROTHERS' Chocolate Cream, Chocolate Cream Tablets, Chocolate Drops and Maravilla Chocolate are highly delicious and wholesome.—Packed in a superior and elegant manner.

TAYLOR BROTHERS' MUSTARD.—The "Challenge" Brand (double superfine quality) is celebrated for its pungency and purity of flavour. Steam Mills Brick Lane, London Export Chicory Mills, Bruges Belgium.

INDIAN NEWS-LETTERS.

(FROM OUR OWN CORRESPONDENTS.)

AHMEDABAD, 17TH MARCH.

A MEETING of the Irish Presbyterian Mission Church was held here last week. The Revs. R. Montgomery, J. B. S. Taylor, W. Beatie, J. T. Rae, T. L. Wells, W. W. Brown, J. Shelleday, and R. Gellespie were present. Their principal object in meeting in this place was for the purpose of opening the new church in the thriving Christian village of Shawadi. The expenses of this building, which has cost about Rs. 4,200, have been entirely defrayed by private contributions. The new church is a credit to the Mission generally, but particularly so to the Rev. R. Gellespie, the missionary stationed here, under whose sole supervision it has been erected and by whose untiring efforts most of the money has been collected. The opening ceremony, which was conducted by the Revds R. Montgomery and J. B. S. Taylor, was pretty and impressive in the extreme. The church was crowded to the windows; there must have been between three and four hundred native Christians present, many visitors having come from Borsud, Surat and the surrounding districts. No less than thirteen infant baptisms took place on the occasion.

The Commander-in-Chief paid his annual visit of inspection last week. He reviewed the troops and was apparently well pleased with the soldierly manner in which they went through their evolutions. He left this by rail, and I believe purposes visiting the intermediate military stations on his way to Bombay.

The death of a European soldier took place the other day under painful circumstances. Having been to the bazaar, where he had drunk rather more than was good for him, he lay down on the sand to sleep, but unfortunately rolling over on his face, in breathing he inhaled the sand into his mouth and nostrils, and by the time he was discovered was dead from suffocation.

The hot weather is setting in again, and the usual yearly exodus is commencing. All the European residents who can manage it are on the wing for some more congenial climate.

The gharry which was sent from here to Bombay as a model for the public conveyance which is to replace the time-honoured but objectionable buggy has found its way back again. It went on its trial trip the other day, but unfortunately came to grief, perhaps owing to the "weight" that was in it at the time.

We are in the thick of the native marriage season, consequently night is made hideous by tom-toming and all sorts of unearthly noises. Had Dante visited India, I have no doubt he would have enhanced the horrors of his Inferno tenfold by the introduction of that fiendish instrument of torture, the tom-tom. Nothing imaginable can be more excruciating than night after night to have these "infernal machines" in full swing round one's habitation. I speak feelingly, because from sad experience.

The annual horse show took place on Friday. Our worthy Collector is known to take a great interest in improving the breed of horses about here, and judging from the specimens exhibited, his efforts are likely to be crowned with every success.

BARODA, 16TH MARCH.

THE Baroda market of late has been very dull, and the sowcars and other speculators murmur in consequence. The rate of discount for Bombay coin, comparing it with what it was three or four years back, is very low—between 12½ and 13 Baroda rupees per cent. Formerly it was from 20 to 21 rupees.

To-day is the Goodeepadwa, or the commencement of the Mahratta new year, and is kept up with the usual *éclat*. Since three o'clock this morning all the standards, banners and the kettle drums of the regular and irregular forces of the State, the gold and silver guns, the gold howdah, and carriage and other costly contrivances have been called by the Maharaja at the Palace to perform the usual ceremony of *poojo*. At the conclusion of the *poojo* the standard bearers, drummers, and others entitled to a *poshakh* are presented with one, consisting of a turban and scarf. Subsequently to this H. H. wended his way to the throne room where all the Ameers of the State, the Durukhdars, and Silladars were, according to orders, present. H. H. sat on the *gaddee*, and soon after the presentation of the customary nuzzerana of two *pootlees*, valued at Rs. 5 each, commenced, and soon filled a big bag. With the distribution of *pan sooparee* and sprinkling of rose water the durbar ended.

In another large hall, magnificently done up for the occasion, were all the military officers of the State army in full dress uniform awaiting H. H.'s arrival, who, soon after 9 A. M. looking fresh and jolly, preceded by a lot of gold sceptre bearers and other personal attendants made his appearance and took his seat on a silver sofa, and after all had occupied their respective seats, on chairs, each officer presented a gold *poothe*, a salam, a nuzzer, and turn, and sit down again. When all had gone through these manœuvres the distribution of *pan sooparee* and the sprinkling of rose water brought the second durbar to a close.

It is probable that the young Maharaja and suite will pass this hot weather at Matheran.

The old and desolate city of Champanere, at the foot of the Champaner hill, and about eighteen *kos* east of Baroda, is likely to be colonized afresh, for according to the records of "Farishta," this once most populous city was laid waste by the sword of Emperor Hoomayoon and his followers in the year 1535. I have heard from a reliable source that thousands of coolies, Rajput and other caste people have come into the old ruins of the city and live very comfortably there, for there are several old palaces standing as firm as ever, with not a crack in them, wanting only human beings to possess them, large tanks on the hill and strong buildings there, too, to accomodate thousands of inhabitants. I fully remember that up to within a dozen years all the people from here and Ahmedabad generally went to Champanere for the hot weather, but now the places is totally forgotten by the people here; only those that are at the Panch Mahals go there. The trip to the Champanere hill is wholly repaid by the scenery and the wholesome climate. Colonel Davidson, Sir R. Shakespere, and Sir R. Wallace were constant visitors to this hill.

NOTES FROM BERAR.

(FROM OUR OWN CORRESPONDENT.)

OOMRAWUTTEE, 17TH MARCH.

Now what shall I write about? The weather prophets predict a very oppressive summer this season; the heat during the day on several occasions during the past fortnight has been very sultry indeed, and at other times cloudy, slight showers of rain and heavy claps of thunder with fork lightning. Similar freaks of the weather occurred in 1870. The high wind, or rather gales, will not increase the mango crops this season.

I have to chronicle the retirement from 1st April of the current year of Colonel J. Allardyce, the Judicial Commissioner of the Hyderabad Assigned Districts. Many will regret the Colonel's departure from Berar. The gallant Colonel is now enjoying his preparatory leave prior to his retirement from the Services, Colonel Allardyce was appointed Judicial Commissioner in April 1874, during which time he gained the good will of all.

That odious imposition—the *town tax*—of which I wrote in one of my previous "Notes" in October last is to be enforced on *all fools' day* from all civil officials and non-officials while the *militaire* are to be excluded. This is certainly too bad. The military officers at Ellichpore and other semi-military stations, who breathe the same air, use the public roads and enjoy the *fruits* of the station like the officers in civil employ, are to be exempted. Wah! Wah! The old proverb "you make fish of one and flesh of another" is fully realized in this instance. The greatest *joke* of the obnoxious imposition is that the fee is to be collected in *advance* at one per cent. from all those whose income exceeds Rs. 200 for three months. All I can say in the matter is, "Deliver us from any more such freaks of financiers!"

Another move on the board. Modelling and remodelling seem to be the order of the day. In this instance the Deputy Conservator of Forest H. A. D. has been requested to make this station his headquarters instead of at Chikalda. I consider this move downwards a rather indiscreet one, as the Melghat forests—the most flourishing in Berar—are adjacent to the beautiful heights of Chikalda.

The Civil Surgeon, Dr. Howard, of this station, has obtained three months' privilege; during his absence Assistant Apothecary Reid from Akola will be his *locum tenens*. Let us hope this medical subordinate will be more moderate in his "doctor's fees" than the Civil Surgeon of Bassim, whose fee per visit was, I am credibly informed, from Rs. 10 to Rs. 15; this high figure would certainly have fallen very heavy on the pockets of clerks whose salaries do not reach Rs. 100 per month. The Civil Surgeon at Ellichpore, I hear, is very considerate indeed, charging only *rupees three* per visit, and yet objection was raised by a subordinate to pay this small amount. The matter was referred to the Commissioner, who directed that the very moderate fee be paid up at once. A scale of "doctor's fees" for the Berars should be promulgated to prevent dissensions in future.

Yet another change, but in the right direction. Perhaps your readers are aware that the Sanitary Commissioner H. A. D. holds four appointments in Berar, which is certainly very irksome. It is positively announced that the Sanitary Commissioner will be relieved from his *extra* duties of Inspector General of Jails, H. A. D. from the 1st proximo, the duties of which will devolve on the Judicial Commissioner.

Verily I say unto thee, that *Miss Gossip* has sometimes a small particle of veracity in her idle chat. In my "Notes" of 27th January last, I briefly stated that the Local Funds Department would gradually become absorbed. Facts are stranger than fictions. I am now in a position to state positively that the Local Fund Engineer of Ellichpore, Mr. Book, will receive his *congé* on the 1st of next month; the appointment being no longer required by the Deputy Commissioner. Mr. Book is very unfortunate, he having lost his appointment in the Salt Customs Department through its abolition in 1874, and in September of the same year received the billet he is now shelving. He, of course, is thorough master of his services and his Doubtless he has friends in Berar who will do him a good turn owing to his very large family. I am also appriz-d that the Local Fund Engineers of Akola and this station, Messrs. Lisidow and Moreau, will retain their appointments. I was just closing this letter when the mail from Ellichpore arrived. A friend from that station writes as follows:—"We are having peculiar weather since Tuesday last: hot and sultry during the day and at night rain, and heavy claps of thunder. On the night of the 14 h instant about 8 P. M. we experienced a smart shower of rain accompanied with hail stones about the size of pigeon's egge. The Richen river rose about two feet. The most remarkable feature is that the hail which had fallen the previous night was actually found in a pyramidal form two feet high at 12 o'clock the next day. Surprising that the hail did not melt."

The Conservator of Forests, Central Provinces, passed through this station *en route* to the Melghat forests near Chikalda.

MHOW RACES, 1877.

THIRD DAY, THURSDAY, 15th MARCH.

STEWARDS—Major-Gen'l Sir H. Daly, K. C. B.; Major-Genl. Montgomery, C.S.I.; Colonel Watson, C. B., V. C.; Major Vincent, 3rd Hussars; Lieut.-Col. Boyd, 17th Regiment; Lieut-Col. Anderson, A. A.G.; Capt. Gatacre, 23rd N. I.; Capt. Hamilton, R.H.A.; C. Cheyne, Esq.; Capt Withers, 25th N. I.

YESTERDAY brought to an end the meeting which may fairly have been considered a success. The handicaps were unfathomable, and the night before the lotteries were wonderfully good, some of "the boys" "dashing it down" as if they really meant it! And it was nearly daylight before the energetic Secretary closed up his books and retired, well pleased with the prospects of the morrow.

As regards the racing, an unfortunate circumstance occurred in Scout being unable to draw the weight on going to the scale, after winning easily notwithstanding his lameness, thereby upsetting a regular "pot," Scout having been backed for large sums by the Mhow and Central India party.

The week has been greatly enlivened by the officers of the Royal Artillery giving a splendid ball, which was well attended. The band of the 23rd Regt. N. I., the best band of a native regiment I have ever heard, delighting all by the charming manner in which they rendered all the last new music. I must not forget to mention the match at "Polo" between the officers of the King's Own Hussars and the Central India Horse. There was some excellent play on both sides which resulted in the Hussars winning by one goal. The following gentlemen took part in the contest:—

Hussars.	*Central India Horse.*
Mr. Alexander.	Captain Vincent.
Mr. Berkeley.	Mr. Masters.
Mr. Jackson.	Mr. Chamberlain.
Dr. Anderson.	Mr. Durand.

Umpires—Captain Neil, C. I. H.; and Mr. Elliot, 1st Bombay Lancers.

In the first event, the pony race, Scout won by two lengths, the country-bred, evidently quite unfit, struggling gamely at the finish. On returning to the scale Scout's rider failed to draw the weight and the race was awarded to Leotard. The Holkar's Purse brought six Arabs to the post. A good start was effected and the lot swept past the stand in a cluster, Nasib leading. They went on in this order to the half mile from home, when the two greys, Nasib and Light Dragoon, were done with. On coming into the straight, Dutchman took the lead and appeared to have the best of it. At the distance, Syrian drew to the front, and, disposing of Dutchman, won cleverly by two lengths "all out" in 3-28. Nonpareil pulling up second, Dutchman being eased. Kitano, a bad fourth, being apparently outpaced. It was the general opinion that had Finch been on Nonpareil the result might have been different. As it was, the colt ran a great horse notwithstanding the inartistic finish of his jockey.

The three furlong race was won by Aladin, Shamja a good second. The handicap for three quarters of a mile resulted in another win to the Jowrah! stable Saracen landing it by a head from Dutchman, the big horse being too much for the game little galloway in the last three strides. Considering the fact of Dutchman's having already run a severe mile and three quarter race immediately before, we are inclined to think it was asking too much of the little horse, Saracen being a real slippery one for three-quarters of a mile.

Next year we hope to see the gallant 17th Leicestershire Regiment with some horses for the meeting which they have supported this year in such a substantial manner.

1ST RACE.—"Pony Handicap"—For all Ponies 13-2 and under. Entrance Rs. 20 with 150 added. ½ mile.

	st. lbs.		st. lbs.
Capt Willoughby's	d c b p Lectard	9 0	Ahmed
Mr Berkeley's	b c b p Prince Charlie	8 0	Donaldson
Mr Windham's	g a p Scout	9 4	Emaum
	Time—1-33.		

2ND RACE.—2 Mile post in. Entrances Rs. 20. Rs. 200 added.

	st. lbs.		st. lbs.
Mr Windham's	b a h Alladin	10 0	Mr. Elliot
Mr Hotham's	b a h Sham	9 7	Ahmed
Mr Berkeley's	b a h Chieftain	9 10	Brown
H H Prince Shivajee Rao Holkar's	c h a h Billi	8 12	Donaldson
Mr Wilson's	b a h Sillidar	8 0	Finch
Mr Anderson's	b a h Sapper	7 12	Oo Kit

3RD RACE.—"The Holkar Purse."—A purse of Rs. 500 presented by H. H. Maharaja Holkar. Handicap for all Arabs. ½ mile. Entrance Rs. 50. Rs. 15 forfeit for those who do not accept.

	st. lbs.		st. lbs.
H H Nawab of Jowrah's	b a h Syrian	9 7	Emaum
Maj Crosbie's	c h a c Nonpareil	9 0	Brown
Maj Crosbie's	g a g Dutchman	8

borne in mind that for a long time a large portion of the capital was unproductive. Extensive works have been going on all over the country, and of course it was only open lines that were able to contribute to the revenue. It was not until 1871 that the system of trunk lines was completed, so that time has hardly yet been given to develop their capabilities. Time, however, is not only required to bring out the actual productiveness of the railways, but the powers and abilities of managers, and the due appreciation by customers of the value of this novel mode of conveyance. The total net revenue earned by the railways in 1875 was £3,647,868. The amount paid for guaranteed interest was £4,650,346. The deficiency was thus rather more than one million. Last year's results will, I expect, be more satisfactory. I am in hopes that it will be found that the deficiency will be reduced to half a million.

Again, taking the results of the same five years which have before been selected for purposes of comparison, we find that in 1860 the net revenue from the railways was £276,800. In 1865, it amounted to £1,434,000; in 1870, £2,805,188; in 1875, £3,576,514. In 1876 I estimate that it will be £4,200,000. The gross receipts from passengers were £1,188,000 in 1865; in 1875 they were £2,341,000. The gross receipts from goods in 1865 were £2,000,000; in 1875 they were £4,773,000.

I have been referring, hitherto, to the guaranteed railway in the aggregate, but this appearance of average mediocrity conveys anything but a clear or correct notion of some of the undertakings. Although it may not be in railways "to command success" while they may deserve it, results, for our present purpose, must be the test of superiority, all due allowance being made for disadvantages attendant on age and position. The East Indian Railway stands out preeminently as a valuable, well conducted, and prosperous line. Its advantages are great, and the company is now making the most of them. The results of last year show that it yielded nearly 7 per cent. on a capital of £30,500,000. The gross receipts were upwards of £3,000,000; the working expenses about a third of that sum. The East Indian Railway has thus beaten all the English lines, some of which, by dint of debentures and debenture stock, guaranteed and preference stock, raised on favourable terms, have been able to squeeze out a dividend at the same rate, or sometimes a higher rate than the above, to the holders of a third of the whole capital expended. If the capital of the East Indian Railway had been divided in the same proportion of ordinary stock, preference stock and loans, as the average of English lines is, the dividend to the shareholder would probably have been about 11 per cent., and this too, be it remembered, with average charges for conveyance, taking goods and passengers together, one half of those in England.

Next comes the Great Indian Peninsula Railway, the expended capital of which is about £23,500,000. The gross earnings last year were £2,230,000, and the expenses will probably amount to £1,050,000. The net receipts will thus produce a dividend of 5 per cent.

The Eastern Bengal Railway with a capital of £3,000,000 will yield about 4½ per cent.; the Bombay, Baroda, and Central India Railway will produce 3¾ per cent. on a capital of £7,750,000; the Madras 2½ per cent. on a capital of £10,250,000; the Scinde, Punjab, and Delhi 2¼ per cent. on a capital of £11,000,000; and the Oude and Rohilkhund 2½ per cent. on £5,500,000; the South Indian yielded 2½ per cent. on the capital of £3,700,000; but nearly 4 per cent. on a capital of £2,560,000, which is the amount expended on the open line.

These figures are approximate, but they are sufficiently accurate to serve our present purpose. It thus appears that out of a capital of £94,700,000 expended on the guaranteed lines, the Government have been exonerated from the payment of any interest on £53,000,000 which earned more than 5 per cent. and that last year's deficiency is derived from certain lines, representing a capital of £4,200,000, of which £3,000,000 yielded 4¼ per cent.; £7,750,000, 3¾ per cent.; and £30,450,000 between 2 and 3 per cent. With regard to these latter, it may be observed that they are for the most part labouring under disadvantages which, in the case of the Sinde, Punjab, and Delhi, will be removed when the Madras Valley Railway brings the Punjab into connection with its natural port, Kurrachee, and in the case of the South Indian, which already shows strong signs of life and vigour, when the important link connecting Madras with the southern portion of the line is finished. It should be remembered also that the Oudh and Rohilkund is still in its infancy, and also disconnected at its extremities with other lines of railway.

The State lines which constitutes the rest of the system now open are, with the exception of the Rajpootana railways, not favourable specimens; they are either cripples or dwarfs. The line I have just mentioned does, however, furnish a good example of a well constructed and well managed undertaking, and the results are already satisfactory. It starts from Delhi and Agra by two separate lines, which form a junction at Bandikui, whence it proceeds to Ajmere and the cantonment of Nasirabad. From thence it will go south to Indore and join the Great Indian Peninsula Railway at Khandwa, and eventually it will be continued in a south-westerly direction to Ahmedabad, where it will meet the Bombay and Baroda line. At present it is only open to Nasserabad from Delhi and Agra, with a branch to the Sambhur Salt Lake, and it is this portion with which we have now to do. It is a single line, and has been constructed on the metre gauge. Its length is about 400 miles. It has cost £2,500,000, or about £6,000 a mile; but it is estimated that another £500,000 will be required to complete and equip it properly, bringing its total cost to £3,000,000 or about £7,600 a mile. This includes a bridge over the Jumna at Agra and minor bridges. It was opened for traffic in 1875. The total earnings for the half-year ending 30th June last (the half it must be admitted when most traffic takes place) were Rs. 13,21,535; the expenses Rs. 7,49,248, leaving Rs. 5,72,260 as the net receipts, being at the rate of 2·27 per cent. for the half year, and more than 4½ per cent. for the year. Considering that the result has been attained in a single year, it cannot but be regarded as very satisfactory, and as furnishing good ground for hope in the future.

The revenue of all lines, whatever their cost, must depend not only on the traffic attracted to them, but on the cost of working and maintaining them. Different undertakings vary much in this respect. One from its position may naturally command a large traffic: one may be able to obtain fuel at a cheap rate: another may have easy gradients: another may be a good serviceable length, and have an equal stream of traffic each way: and another may be connected with a port where the freights for goods from England are comparatively low. All these would possess advantages which would promote economical working; but skilful management will overcome, or at any rate diminish, most impediments, and more than counterbalance the favourable circumstances of a neglected undertaking. As with men, the better trained and more cultivated will surpass their more gifted competitors, so with railways economy of working and correct principles of management will ensure success more than natural advantages. I do not mean that natural advantages are to be despised. They should certainly be made the most of, and not made the excuse for folded arms, while adverse circumstances should be regarded as a stimulus to extra care and exertion.

There can hardly be a better specimen of a line, which at present combines the twofold advantages of favourable position and good management, than the East Indian Railway, and yet its direct competition with the river was at one time thought to be a serious drawback. It is this very competition which has helped to make it what it is. The proof of the economical arrangements which characterise it may be seen in the working expenses, which for the half year ending June last, were only 33 per cent. of the gross receipts. Those of the Great Indian Peninsula for the same period were 46; the Madras, 72·75; the Bombay, Baroda, and Central India Railway 49·56; the Scinde, Punjab, and Delhi, 63·69; the Eastern Bengal, the Rajputana, 56·59; Oude and Rohilkund, 58·28 per cent. The proportion per cent. of expenditure to receipts for the year 1875, on English and Irish lines, was 55, and on Scotch, 52.

The expenses peculiar to Indian Railways are not, as was first expected, so much those which are produced by a tropical climate or by the ravages of insects, but are those which arise from the damage done to bridges and other works in the vicinity of rivers by the force of the floods, and those also which follow the necessary employment of European agency. Both these causes will in time become less. Our engineers will, no doubt in the end, vanquish the rivers, and by degrees nations will take a larger share in the working of the lines. It is at present requisite to send out not only engineers, managers, superintendents, and foremen, but to employ Europeans as accountants, engine drivers, as well as a certain proportion of inspectors, pointsmen, and guards. Their wages are three or four times what they earn in England, and ten times more than those of natives. The latter, however, are apt learners in mechanical art, and have been trained to very useful work in the locomotive shops. It will take time to qualify them for the more arduous duties of locomotive drivers which require coolness, courage, and decision, but some have already shown themselves to be equal to such employment, and I have known a case where the European driver was drunk, and the native fireman took charge of the engine as well as of his companion. On the other hand there are examples of the possibilitarity of the native in an emergency. In an accident which occurred from a collision, the native stoker threw himself off the engine and was killed, a fakir jumped from his carriage and met the same fate, and the station master was never seen again. Educated natives fill the offices of station masters, accountants, assistants to traffic managers, clerks, and guards. But a certain proportion of European officers and servants will always be necessary. At various selected places on the lines provision is made for the Europeans and their families, and railway towns have sprung up with their churches, schools, institutes, baths, co-operative stores, and libraries. Cricket, fives, and billiards are played with the same energy as in this country. The children are educated, and the sons are growing up to take part in the work their fathers have been engaged in. It is wise to attend to the health and amusements of these communities, and also to rouse a spirit of interest in the work among all the *employés* by allowing them to participate in the success of the line they are connected with. This principle is carried on some of the lines, contributions out of any excess profits over 6 per cent. being made to provident funds, which belong to all who subscribe a regulated proportion of their pay. The amount added by this means to the fund of the East Indian Railway last year was about £20,000. The principle is also applied, in another way, to the working of the Oude and Rohilkund Railway, where, instead of maintaining permanent staffs at the station for the purpose, contracts are made with the station masters to load and unload the goods on terms which give them a small profit, and consequently an interest in the increase of traffic.

The only accidents peculiar to Indian railways are those produced by the violence of the elements. I have already mentioned how viaducts have been carried away. I thus happened that no notice having been received of the sudden destruction of a portion of a bridge, a train was plunged into the gap. On one occasion in Scinde, a village on the banks of a nullah was swept away and brought down a railway bridge in its ruin. There has also been an instance of a train being blown over by a hurricane. Wild animals are sometimes the cause of accidents. An elephant has been known to charge a train, and a buffalo has been the means of throwing a train off the line. But these are of rare occurrence and railway travelling in India is quite as safe as in this country. Poor people sometimes die in the carriages from heat and fatigue, but they are almost always cases of those who should not have attempted a journey, being worn out creatures, who perhaps are making a last attempt to reach some favourite shrine. The line clear system is applied to the working of the traffic; but as necessity arises the block system is gradually introduced.

(To be continued.)

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